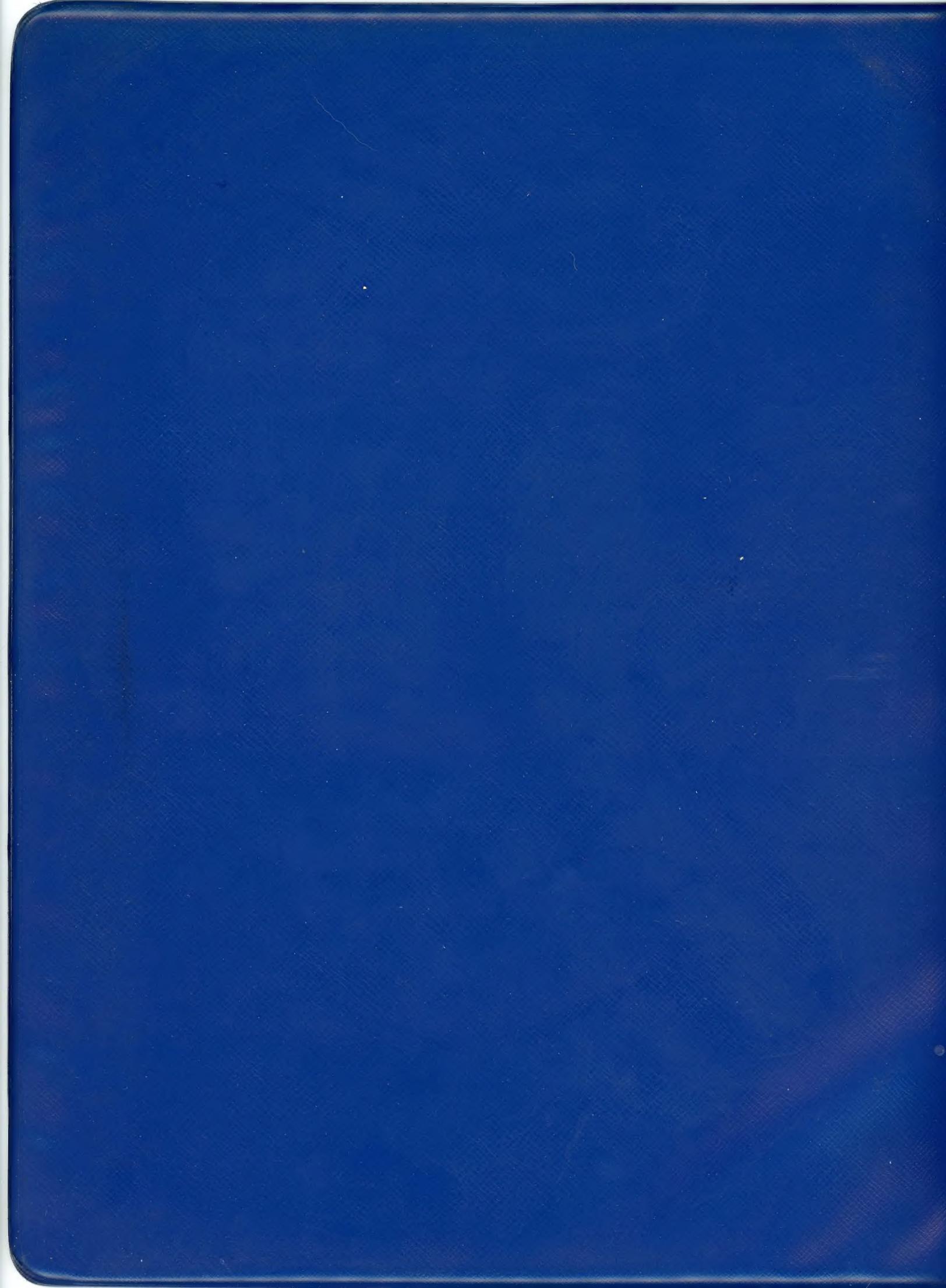




**DATA-MODEL
INFORMATION
FILE**

1968





AMERICAN MOTORS SALES CORPORATION

14250 PLYMOUTH ROAD • DETROIT, MICHIGAN 48232

February 8, 1968

TO ALL AMERICAN MOTORS/RAMBLER DEALERS

SUBJECT: 1968 MODEL-DATA INFORMATION FILE

The following product changes and additions have been incorporated into the '68 Data-Model Information Book. Would you please make the necessary revisions and additions on the pages listed.

✓ Page 3 -- The second paragraph has been completely changed to read as follows: "There are many foreign-built sports cars in a variety of sizes, shapes and prices plus a very few U.S.-built sports cars. The AMX is unique within this class of cars. As you will see below, it is much more highly powered than the foreign-built sports cars in its general price range, and it offers many more optional convenience items than do these cars. It is much lower in price than any U.S.-built sports car."

✓ Also on page 3, last paragraph, first sentence should be changed to read from "two colors...black or light tan." to "three colors...black, red or light tan."

✓ Page 16 -- Insertion at bottom of page should be deleted in its entirety and should now read: "Two front shoulder belts become a required option on or before January 1, 1968." Also, the first two asterisks are to be deleted.

✓ Page 17 -- In the first paragraph, fourth sentence, the word "must" has been changed to "will".

✓ Entire last paragraph on page 17 should be deleted and should now read: "Two front shoulder belts become a required option on or about Jan. 1, 1968." Also, delete first asterisk.

✓ Page 22 -- The entire first paragraph has been changed to read as follows: "New semi-elliptic rear leaf springs for Javelin and AMX are longer (53" vs. 52") and wider (2.5" vs. 2") than used on American. For American-6 and Javelin-6, rear shock absorbers are located in front of the rear axle. For American V-8 sedans and hardtops, and all Javelin V-8's, the right rear shock absorber is now forward of the axle for improved axle stability during rapid acceleration. The left rear shock absorber

on these models remains behind the axle. Both rear shock absorbers remain behind the axle for the AMX and American V-8 station wagons. Coil springs again used in front suspension for all models and rear for Rebel and Ambassador. There are numerous "handling package" options for all models (see separate list).

✓ Page 23 -- Fourth paragraph, first sentence, will now read "...AMX, JAVELIN SST, AMBASSADOR SST and REBEL SST..."

✓ Page 25 -- First paragraph, last two sentences beginning with "This new Blue engine..." to "...the air cleaner." should be deleted and the following sentence inserted: "Each engine will carry its own CID name sticker on the air cleaner."

✓ The second paragraph, first sentence is also changed to read from "...all models (except American) in Feb., 1968" to "...all AMX and SST models in Feb., 1968."

✓ Page 28 -- The first sentence and first two engine features listed on this page have been changed to read as follows: (1) "(Available about Feb., 1968 on AMX, Javelin SST, Rebel SST & Ambassador SST)", (2) "390 CID (4-Barrel)...315 HP @ 4600...Torque 425 @ 3200" and (3) "10.2:1 Compression Ratio for Premium Fuel".

✓ Page 30 -- Under heading of "390" 4-B., will now read as follows: Optional on Models - from "All but Amer." to "AMX and all SST", Horsepower - "315 @ 4600" and Torque - "425 @ 3200".

✓ Page 37 -- The last two sentences at the bottom of the page should be changed to read: (first sentence) "E70-14 Black Wide-Profile Fiberglass Belted tires standard on AMX only, NA on Javelin (2-ply Polyester).", (second sentence) "E70-14 Red-Line Wide-Profile Optional on Javelin."

✓ A third sentence has been added to read: "E70-14 Red-Line Wide-Profile Fiberglass Belted tires optional on AMX (2-ply Polyester)."

✓ Page 38 -- Under the Javelin-AMX heading, the Overall Ratio should be changed from "17.1" to "18.1" and Wheel Turns from "3.6" to "3.8".

✓ Page 43 -- Under the Vinyl heading for AMX Sports Coupe, change the "2" to "3".

✓ Page 49 -- From "Javelin V-8 "Handling Package" on down, please revise to read:

JAVELIN V-8 "HANDLING PACKAGE" option:

Larger-Diameter Front Sway Bar (normal-size bar is standard)
Heavy-Duty Springs and Shock Absorbers

NOTE: New "Rear Traction Bars" are standard on AMX and will be available as a dealer-installed hi-performance kit for Javelin and American. These bars are beneficial in preventing rear axle "power-hop" under maximum-power acceleration conditions.

Also, please insert the following paragraph for AMX options:

AMX SPECIAL DUTY HANDLING PACKAGE option (Heavy-Duty Handling is standard):

Higher-rate front and rear springs

Specially-Calibrated 1-3/16" Front and Rear Shock Absorbers (in place of specially-calibrated 1" shocks).

Very truly yours,



J. W. Voelpel, Manager
Marketing Information Dept.

JWV/bk

P. S. We are also enclosing pages 32, 33, 36 and 47 which have been revised and should be added to your Model-Data Information Book.

remains 700 and numerous individuals and groups remain, including
a number of yellowtail which apparently have become too
numerous for their own welfare
and are therefore removed by the State Fish and Game Commission
for the protection of the salmon fisheries. In



very few small yellowtail remain, and a large number have been removed by the State Fish and Game Commission, being sold within the State for market.



**AMERICAN
MOTORS**



**DATA-MODEL
INFORMATION
FILE**

**JAVELIN
AMX
REBEL
AMBASSADOR
RAMBLER AMERICAN**

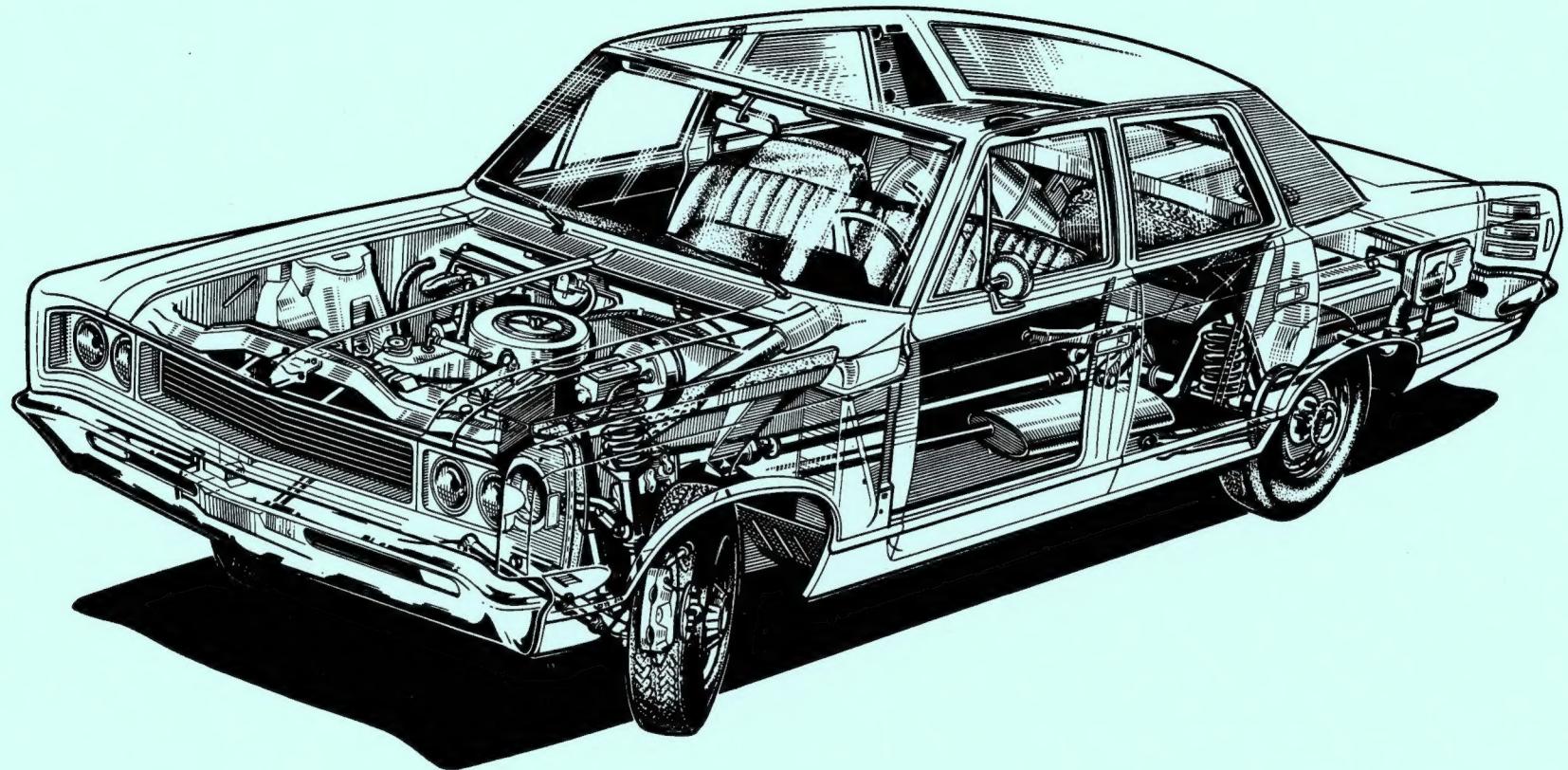
**PRODUCT INFORMATION DEPARTMENT
AMERICAN MOTORS CORPORATION, DETROIT**

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1968 JAVELIN CONCEPT & STYLING IN BRIEF

The 1968 JAVELIN series marks American Motors' entry into the popular and growing sporty-car market. Styling and design concepts employed for this all-new 4-passenger 2-door hardtop represent a complete departure in respect to exteriors and interiors of other American Motors' models.

To start, the JAVELIN'S 189.22" of overall length is proportioned nicely over a 109" wheelbase in artful fashion to capture the classic "long hood/short deck" popular look. The low height of only 51.81" (52" V-8) is coupled with a generous width of 71.89". The all-steel, unit-construction body/frame is platformed in a stable manner over a wide-track stance... front 57.92" (58.36" V-8), rear 57".

From the basic layout and styling down to the finest detail, the JAVELIN is structured and aimed to be superior competition against the other sporty cars on the market. We feel that styling and design superiority is most obvious. . . a natural blending of sportiness with function and comfort. For example, interior roominess is a strong feature in favor of the JAVELIN, especially in respect to rear-seat passengers. Built-in product features, including mechanical and safety considerations, add to overall value and quality. . . and, all of these virtues are tied up in a sporty, neat package at a price that will command attention.

There are two JAVELIN models. . . a standard JAVELIN with standard all-black or optional white-black interior ("Tahiti" vinyl upholstery), plus a JAVELIN SST featuring tastefully-dressed-up exteriors, and custom interiors in black, red or tan ("Ventilair" vinyl or "Strata-Stripe" fabric). All JAVELINS have full-length, dual paint stripes plus full carpeting and bucket seats (reclining on SST). The SST also has rocker-panel moldings, side-window base moldings, drip-rail moldings, two hood-scope moldings, "mag-styled" wheel discs, wood-grain trim for door panels and sports steering wheel.

Under the hood, the base engine is a 145 HP 232 CID Six, or a variety of 290, 343 V-8's. . . followed by a new 390 V-8 in Feb. 1968. An optional V-8 performance package for "go" includes all of the items to interest the real enthusiast, plus bold, wide "rally" stripes on the side (in place of the standard thin stripes). cont.

1968 JAVELIN CONCEPT & STYLING IN BRIEF (cont.)

Here are further details to review:

Long hood with short-'n-fast rear deck... a classic, sporty layout.

Semi-fastback rear quarter blends "C" pillar to reardeck with concave-shaped rear window blending into contours.

"Twin-Venturi" grille with deep-set back-grille in black "honeycomb".

New injection molded plastic grille construction with separate single-headlight housings of injection molded nylon.

Deep-sectioned front and rear bumpers are integrated to follow body contours.

Frameless side windows without vent windows for a true "open-air" look.

Flow-thru fresh air ventilation is standard.

Safety-styled, aircraft-type instrument panel with deep-set, functionally-located instruments and controls. Basic panel is made of one-piece, injection-molded plastic, with heavy safety-padding overlays. Bin-type glove box is handy.

Smooth-contoured outside door handles, set flush in panels, enhance usefulness, appearance and safety.

Side-shadow break line at mid-height integrated with round, full-lipped wheel openings.

Full-length, dual paint stripes are standard and follow fender peak line contours which gently lift aft of door. Wide "rally" stripe in optional performance package.

Standard on SST: rocker-panel moldings, side-window base moldings, drip-rail moldings, two hood-scoop moldings, "mag-styled" wheel discs, reclining bucket seats in 3 colors ("Ventilair" or "Strata-Stripe"), wood-grain trim for door-panels and sports steering wheel.

Fast-line profile angle of windshield accentuates long hood/overall "fast" lines.

Wide-span taillights (appear like full-width lights), contain back-up lights, and wrap-around fender corners for side-vision safety.

Safety-marker lights/reflectors for side of car, front and rear (taillight).

Round front park/turn lights with amber lens are deep-set in bumpers (under headlights) to give dual-light look.

1968 1/2 AMX CONCEPT & STYLING IN BRIEF

The production AMX is scheduled for public launching in Feb. 1968.

The AMX is an all-new 2-passenger sports coupe clearly conceived by American Motors as an all-out entry into the sports car field. The production version of the AMX is fully inspired by the original AMX experimental show car.

There are many foreign-built sports cars in a variety of sizes, shapes and prices plus the only other U. S. -built sports car, the Corvette. Unlike many of these other sports cars, including the Corvette, the AMX is to be priced more attractively and packed full of features to command attention from the sports car "buffs" and enthusiasts.

Ev Page 3 -- The second paragraph has been completely changed to read as follows: "There are many foreign-built sports cars in a variety of sizes, shapes and prices plus a very few U.S.-built sports cars. The AMX is unique within this class of cars. As you will see below, it is much more highly powered than the foreign-built sports cars in its general price range, and it offers many more optional convenience items than do these cars. It is much lower in price than any U.S.-built sports car." a
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In keeping with the sports-car character, additional standard features include dual exhaust system, 0-to-8000 RPM tachometer, handling package (with new rear traction bars), E70-14 wide profile black tires (hi-performance red lines optional), mag-style wheel discs and rocker panel moldings. Furthermore, there's a choice of two performance-minded gear boxes. . . a quick-shifting all-synchromesh 4-on-the-floor as standard, or a console-mounted "Shift-Command" automatic as optional. A wide "racing" stripe over the center is in the optional V-8 performance package (see page 47).

The AMX look and sports car flavor are both dominate characteristics expressed on a tight 97" wheelbase with an overall length of 177.22" (both dimensions are 12" under the Javelin). The height is only 51.73", and this is mated to a generous body width of 71.57". The all-steel, unit construction body/frame is carried in an extra-stable manner by a wide-track stance (58.36" front, 57" rear). . . especially so with the short-coupled 97" wheelbase.

As a no-nonsense sports car, all interiors are alike, and come in ^{THO} two colors ~~RED~~, black or light tan. The heavily-padded aircraft-style instrument panel with deep-set instruments and controls, has the "look-of-wood-grain" trim on the sports steering wheel and door panels plus Ventilair-trimmed reclining bucket seats.

1968 1/2 AMX CONCEPT & STYLING IN BRIEF (cont.)

Behind the buckets, generous storage space is handy and fully carpeted. To save trunk room in the AMX, the unique "Space Saver Spare" by Goodrich, is standard (like Firebird). AMX (and Javelin) uses a scissors-action tire jack for side-car use.

Here are further details to review:

Long hood with short-'n-fast cab/deck. . . sports car "racing" flavor.

Hood carries twin V-shaped blisters.

Full-fastback rear quarters extend "C" pillar to rear in flush-styled "flying wedge" manner. Circular AMX emblem on pillar.

"Full-Venturi" grille with deep-set back-grille in silver fine lines. New injection molded plastic grille construction with separate single-headlight housings of injection molded nylon.

Deep-sectioned front and rear bumpers are integrated to follow body contours.

Frameless side windows without vent windows for a true "open-air" look.

Flow-thru fresh air ventilation is standard.

Safety-styled, aircraft-type instrument panel with deep-set, functionally-located instruments and controls. Basic panel is made of one-piece, injection-molded plastic, with heavy safety-padding overlays. Bin-type glove box is handy.

Smooth-contoured outside door handles, set flush in panels, enhance usefulness, appearance and safety.

Side-shadow break line at mid-height integrated with round, full-lipped wheel openings. . . rear opening carries crease line aft.

Mag-style wheel discs and rocker-panel moldings are standard.

Side-window base moldings and rain-gutter moldings are standard.

Center "racing" stripe is included in optional performance package (see page 47).

Fast-line profile angle of windshield accentuates long hood/overall "fast" lines.

Wide-span taillights (appear like full-width lights), contain back-up lights, and wrap-around fender corners for side-vision safety.

Safety-marker lights/reflectors for side of car, front and rear (taillight).

Round front park/turn lights with amber bulb (clear lens) are deep-set in bumpers (under headlights) to give dual-light look.

1968 REBEL STYLING IN BRIEF

For 1968, the REBEL series (was RAMBLER REBEL) is a further extension of the all-new 1967 design with numerous styling refinements to further enhance appearance. The basic exterior dimensions of this "intermediate" series remain the same. . . 114" wheelbase, 197" long (198" for wagons). Front-seat legroom is increased by 1", with 1" less for rear legroom when front seat is in full-aft position. A host of product improvements including mechanical refinements and safety changes further add to overall value and quality.

New styling for main grille and separate headlight housings all made with injection-molded plastic (new construction feature). Further development of "venturi" grille motif . . . grille finish differs for SST models. Dual horizontal headlights with amber turn/park lights in bumper.

New hood with twin recessed center sections flowing aft into new slanted-louver fresh-air intake (different than Ambassador).

New full-length fender peak molding, for 770 and SST, continues across rear of car. Paint stripe optional on SST (was standard).

New black finish for rear fender SST air-scoop. SST has wheel-opening molding.

New smooth-contoured door handles set flush in panels, enhance usefulness, appearance and safety.

New safety-marker lights/reflectors for side of car, front and rear.

New taillight design with horizontal triple-lens (tri-lite theme) for all body styles, except wagons, which have new trim added over present vertical lens.

New wheel covers, with "turbo-brake-drum" theme, are standard on SST, optional on 550 and 770. Hub caps standard on 550 and 770.

1968 AMBASSADOR STYLING IN BRIEF

For 1968, the AMBASSADOR series is a further extension of the all-new 1967 design with numerous styling refinements to further enhance appearance. The basic exterior dimensions of the "full-size" series remain the same. . . 118" wheelbase, 202.5" long (203" for wagons). Front-seat legroom is increased by 1", with 1" less for rear legroom when front seat is in full-aft position. A host of product improvements including mechanical refinements and safety changes further add to overall value and quality.

New model designations. . . basic models have no name (was 880), mid-line models are DPL (was 990), high-line models are SST (was DPL).

New styling for main grille and separate headlight housings. . . injection molded plastic for grille, injection molded nylon for headlight housings (new construction feature). Further development of V-profile "airfoil" grille with dual vertical headlights. Amber lens park/turn lights in bumper on basic and DPL. . . "rally" lights in SST grille (with amber bulb).

New hood with twin recessed center sections flowing aft into new vertical-scoop fresh-air intake (different than Rebel).

New wide-band moldings for SST with brushed-finish at lower body crease line, plus partial wheel-opening molding. Paint stripe optional on SST (was standard).

New medium-width moldings for DPL at lower body crease line, plus partial wheel-opening molding.

New slim-width moldings for basic model at lower body crease line, plus partial wheel-opening molding.

New smooth-contoured door handles, set flush in panels, enhance usefulness, appearance and safety.

New safety marker lights/reflectors for side of car, front and rear.

New wide molding across rear of car for SST. . . slim molding for DPL. The basic model has no rear molding.

New vertical dual-lens taillights for all body styles, except wagons, which have new trim added over present vertical lens.

New wheel covers, standard on DPL and SST optional on basic model. Hub caps standard on basic model.

Hood ornament removed for safety reasons.

1968 RAMBLER AMERICAN STYLING IN BRIEF

For 1968, the RAMBLER AMERICAN concept is again based on styling continuity and refinement for a well-balanced, well-conceived compact car. The basic exterior dimensions remain the same. . . 106" wheelbase, 181" long (and a slightly lower roof for 2-and 4-door sedans). Front-seat legroom is increased by 1" with 1" less for rear legroom when front seat is in full-aft position. A host of product improvements including mechanical refinements and safety changes further add to overall value and quality.

New grille, extruded aluminum, fine-line theme, all black finish with single horizontal bright bar. Single headlights with amber turn/park lights in bumper.

New roof for 2-and 4-door sedans is lower with smoother, sleeker contours. Headroom slightly less (-0.3" front, -0.4" rear).

New bright molding added at roof-to-body joint line for 2-and 4-door sedans (base of "C" pillar and across rear).

New rear window for 2-and 4-door sedans. On basic sedans, rear-window bright molding is not used.

New "fixed" rear quarter side window on basic 2-door sedans (non opening).

New safety marker reflectors for side of car, front and rear.

New full-length center side moldings on 440 and Rogue (new look plus benefit of body protection).

New wheel covers optional on all Americans (same as '67 Rebel).

"Basic" models no longer carry "220" identification emblems on the car ("440" and "Rogue" emblems continue).

The 145 HP 232 Six is the new standard engine on all Rogue Hardtops (continues optional on other Americans) with new high-fuel-economy engine modifications. Also, new 2.37 economy axle ratio for automatic transmission option on Rogue Hardtops (see page 31).

1968 MODEL AVAILABILITY CHANGES

RAMBLER AMERICAN . . . models reduced from 9 to 5:

Basic (no name, was 220). . . Mid-Line "440". . . High-Line "Rogue"

1. 440 2-Door Sedan is dropped (Basic 2-Door Sedan continues).
2. 440 2-Door Hardtop is dropped (Rogue Hardtop continues, with changes).
3. Basic 4-Door Wagon is dropped (440 Wagon continues with rack optional).
4. Rogue Convertible is dropped (no convertible offered).

REBEL models increased from 8 to 9:

(The name RAMBLER is removed from REBEL)

Basic "550". . . Mid-Line "770". . . High-Line "SST"

1. 550 2-Door Sports Sedan is dropped.
2. 550 2-Door Hardtop is added (770 & SST Hardtops continue).
3. 550 Convertible is added (SST Convertible continues).

AMBASSADOR models reduced from 8 to 7:

Basic (no name, was 880). . . Mid-Line "DPL" (was 990). . . High-Line "SST" (was DPL)

1. Basic 2-Door Sports Sedan is dropped.
2. Basic 2-Door Hardtop is added (DPL & SST Hardtops continue. . . were 990 & DPL).
3. Basic 4-Door Wagon is dropped (DPL Wagon continues. . . was 990).
4. SST 4-Door Sedan is added (Basic & DPL 4-Door Sedans continue. . . was 880 & 990).
5. SST Convertible is dropped (no Ambassador convertible. . . was DPL).

MARLIN This model is dropped.

JAVELIN . . . Two bucket seat models, both 6 or V-8. Standard Javelin has non-reclining buckets and exterior paint stripe. Javelin SST features dressed-up interior with reclining buckets and exterior appearance items. Optional performance "go" package adds wide "rally" stripes on side (replacing thin stripes).

AMX In Feb. 1968, one basic V-8 model with reclining bucket seats, floor or console shift only, plus all interior and exterior appearance items. Optional performance "go" package adds wide "racing" stripe over center.

TOTAL MODELS . . . 23 MODELS: 24 WITH AMX, Feb. '68 (was 26 in 1967).

1968 AMERICAN MOTORS BODY STYLES, MODEL NUMBERS & DETAILS

<u>2-DOOR</u>	<u>4-DOOR</u>	<u>4-DOOR</u>	<u>2-DOOR</u>	<u>2-DOOR</u>
<u>SEDAN</u>	<u>SEDAN</u>	<u>WAGON</u>	<u>HARDTOP</u>	<u>CONVERTIBLE</u>

RAMBLER AMERICAN (6801 SERIES). . . . 5 MODELS. . . WAS 9 IN 1967:

Basic	6806	6805	DISC.	---	---
440	DISC.	6805-5	6808-5	DISC.	---
ROGUE	---	---	---	6809-7	DISC.

REBEL (6810 SERIES). 9 MODELS. . . WAS 8 IN 1967:

550	DISC.	6815	6818 *	6819 NEW	6817 NEW
770	---	6815-5	6818-5 *	6819-5	---
SST	---	---	---	6819-7	6817-7

AMBASSADOR (6880 SERIES). 7 MODELS. . . WAS 8 IN 1967:

Basic	DISC.	6885-2	DISC.	6889-2 NEW	---
DPL	---	6885-5	6888-5 *	6889-5	---
SST	---	6885-7 NEW	---	6889-7	DISC.

JAVELIN (6870 SERIES). . 2 NEW MODELS. . . . 6879-5, & 6879-7 (SST) (4-PASS. SPORTS HARDTOP)

AMX (6830 SERIES). . . . 1 NEW MODEL IN FEB. '68. . . . 6839-7 (2-PASS. SPORTS COUPE)

TOTAL MODELS. . . 23 MODELS: 24 WITH AMX, FEB. '68 (WAS 26 IN 1967)

* LOWER-HINGED TAILGATE OR SIDE-HINGED TAILGATE ARE NO-COST OPTIONS ON ALL 2-SEAT REBEL & AMBASSADOR WAGONS (POWER WINDOW OPTIONAL).

* SIDE-HINGED TAILGATE (WITH POWER WINDOW) IS INCLUDED AS PART OF THE 3RD.-SEAT OPTION AVAILABLE ONLY ON 770 & DPL WAGONS (NA 550).

NOTE: ALL MODELS ARE 6 OR V-8 (EXCEPT REBEL SST, AMBASSADOR SST & AMX ARE V-8 ONLY). ROOF-TOP TRAVEL RACK IS STANDARD ON REBEL & AMBASSADOR WAGONS (OPT. ON 440). POWER-OPERATED CONVERTIBLE TOP IS STANDARD (BLACK OR OFF-WHITE VINYL-COATED FABRIC). BLACK, OFF-WHITE OR NEW BLUE VINYL-COVERED ROOF OPTIONAL ON REBEL 770 & SST, AMBASSADOR DPL & SST HARDTOPS & SEDANS. BLACK OR WHITE VINYL ROOF OPTIONAL ON ROGUE & JAVELIN. EXTERIOR TWO-TONES ARE OPTIONAL ON ALL MODELS (EXCEPT CONV., JAVELIN & AMX).

1968 DIMENSIONS JAVELIN & AMX	Javelin 2-Door Sports Hardtop	AMX 2-Door Sports Coupe
Wheelbase	109.00	97.00
Length	189.22	177.22
Width	71.89	71.57
Height	51.81, Six 52.00, V-8	51.73
Front Overhang	39.70	39.70
Rear Overhang	40.52	40.52
Front Tread, 6	57.92	---
Front Tread, V-8	58.36	58.36
Rear Tread, 6	57.00	---
Rear Tread, V-8	57.00	57.00
Headroom, Front	37.50	37.20
Headroom, Rear	36.00	---
Legroom, Front	43.30	43.30
Legroom, Rear	31.50	---
Shoulder Room, Front	55.00	55.00
Shoulder Room, Rear	53.20	---
Hiproom, Front	57.60	57.60
Hiproom @ Armrest	52.90	52.90
Hiproom, Rear	56.38	---
Hiproom @ Armrest	---	---
Trunk Volume, cu. ft.	10.2 with Regular Spare	9.6 with Space Saver Spare

1968 REBEL ('67 in parenthesis)	4-DOOR SEDAN	4-DOOR WAGON	2-DOOR HARDTOP	2-DOOR CONVERTIBLE
Wheelbase	114.00	114.00	114.00	114.00
Length	197.00	198.00	197.00	197.00
Width	77.24 (78.36)	77.24 (78.36)	77.24 (78.36)	77.24 (78.36)
Height	54.61	55.06	53.49	54.79
Front Overhang	31.90	31.90	31.90	31.90
Rear Overhang	51.10	52.10	51.10	51.10
Front Tread, 6	58.20	58.20	58.20	58.20
Front Tread, V-8	58.58	58.58	58.58	58.58
Rear Tread, 6	58.50	58.50	58.50	58.50
Rear Tread, V-8	58.50	58.50	58.50	58.50
Headroom, Front	39.80	39.80	38.70	39.35
Headroom, Rear	37.75	38.60	36.50	37.65
Legroom, Front	42.60 (41.60)	42.60 (41.60)	42.60 (41.60)	42.60 (41.60)
Legroom, Rear	38.60 (39.60)	38.60 (39.60)	35.50 (36.50)	35.50 (36.50)
Shoulder Room, Front	60.00	60.00	60.00	60.00
Shoulder Room, Rear	60.00	60.00	59.00	59.00
Hiproom, Front	60.30	60.30	60.30	60.30
Hiproom @ Armrest	56.00	56.00	56.00	56.00
Hiproom, Rear	60.40	60.40	59.50	51.24
Hiproom @ Armrest	56.10	56.10	56.50	51.24
Trunk Volume, cu. ft.	18.20	91.12	18.20	15.80

1968 AMBASSADOR ('67 in parenthesis)	4-DOOR SEDAN	4-DOOR WAGON	2-DOOR HARDTOP
Wheelbase	118.00	118.00	118.00
Length	202.50	203.00	202.50
Width	77.24 (78.36)	77.24 (78.36)	77.24 (78.36)
Height	54.69	55.41	53.57
Front Overhang	32.90	32.90	32.90
Rear Overhang	51.60	52.10	51.60
Front Tread, 6	58.58	58.58	58.58
Front Tread, V-8	58.58	58.58	58.58
Rear Tread, 6	58.50	58.50	58.50
Rear Tread, V-8	58.50	58.50	58.50
Headroom, Front	39.80	39.80	38.70
Headroom, Rear	37.75	38.60	36.50
Legroom, Front	42.60 (41.60)	42.60 (41.60)	42.60 (41.60)
Legroom, Rear	38.60 (39.60)	38.60 (39.60)	35.50 (36.50)
Shoulder Room, Front	60.00	60.00	60.00
Shoulder Room, Rear	60.00	60.00	59.00
Hiproom, Front	60.30	60.30	60.30
Hiproom @ Armrest	56.00	56.00	56.00
Hiproom, Rear	60.40	60.40	59.50
Hiproom @ Armrest	56.10	56.10	56.50
Trunk Volume, cu. ft.	18.20	91.12	18.20

1968 AMERICAN ('67 in parenthesis)	2-DOOR SEDAN	4-DOOR SEDAN	4-DOOR WAGON	2-DOOR HARDTOP
Wheelbase	106.00	106.00	106.00	106.00
Length	181.00	181.00	181.00	181.00
Width (with handles)	70.84	70.84	70.84	70.84
Height	54.21 (54.49)	54.24 (54.49)	55.24 (54.85)	53.36
Front Overhang	31.70	31.70	31.70	31.70
Rear Overhang	43.30	43.30	43.30	43.30
Front Tread, 6	56.00	56.00	56.00	56.00
Front Tread, V-8	56.40	56.40	56.40	56.40
Rear Tread, 6	55.00	55.00	55.00	55.00
Rear Tread, V-8	55.27	55.27	55.27	55.27
Headroom, Front	39.00 (39.30)	39.00 (39.30)	39.30	38.20
Headroom, Rear	36.60 (37.00)	36.60 (37.00)	37.00	36.50
Legroom, Front	42.00 (41.03)	42.00 (41.03)	42.00 (41.03)	42.00 (41.03)
Legroom, Rear	35.00 (36.50)	35.00 (36.50)	35.50 (36.50)	35.00 (36.00)
Shoulder Room, Front	54.84	54.84	54.84	54.84
Shoulder Room, Rear	54.82	54.82	54.82	54.20
Hiproom, Front	57.40	57.40	57.40	57.40
Hiproom @ Armrest	53.10	53.10	53.10	53.10
Hiproom, Rear	57.12	57.12	57.12	56.38
Hiproom @ Armrest	54.12	54.12	54.12	53.13
Trunk Volume, cu. ft.	12.00	12.00	66.00	12.00

'68 data-model information

1968 SHIPPING WEIGHTS

Official shipping weights for cars and equipment will be available at a later date since the figures must be based on actual early production models. For the Ambassador, Rebel and Rambler American, it is predicted that the 1968 weights will be about the same as 1967, or more likely, slightly heavier, due to numerous product changes including added safety features. For the Javelin and AMX, estimated weights will be available soon.

1968 GLASS AREA

Glass area figures for the Rambler American 2-and 4-door sedans change, due to the new slightly smaller rear window (in conjunction with the all-new sedan roof).

Rebel and Ambassador glass area figures are the same as 1967.

The glass area figures (square inches) for the all-new Javelin and AMX are listed in the chart, along with all other models for comparison purposes:

<u>AMERICAN</u>	<u>Windshield</u>	<u>Sides</u>	<u>Rear</u>	<u>Total Sq. In.</u>
SEDAN(2- & 4-DOOR)	1086	1536	834	3456
WAGON.	1086	2418	658	4162
HARDTOP	1086	1411	1168	3665
 <u>REBEL and AMBASSADOR</u>				
SEDAN(4-DOOR)	1323	1396	990	3709
WAGON.	1323	2496	776	4595
HARDTOP.	1323	1336	1275	3934
CONVERTIBLE (Rebel) . . .	1323	1286	750	3359
<u>JAVELIN</u>	1235	1321	1225	3781
<u>AMX</u>	1235	1112	1225	3572

1968 AMERICAN MOTORS "EXTRA-VALUE" FEATURES

1. NEW BUILT-IN SAFETY FEATURES (see separate listing of many items).
2. ADVANCED UNIT CONSTRUCTION (exclusive one-piece uniside, sedan and wagon).
3. DEEP-DIP RUSTPROOFING. An industry exclusive in class.
Entire lower body (not roof) dipped in special rustproofing solution.
4. "LUSTRE-GARD" ACRYLIC ENAMEL. Triple coats, baked-on final finish.
5. CERAMIC-ARMORED EXHAUST SYSTEM
Exclusive feature includes muffler, exhaust and tail pipes.
6. MOLDED CEILINGS. Laminated Foam-&-Fiber for American and AMX.
Cushioned-Acoustical Molded Fiberglass for Rebel, Ambassador and Javelin.
7. COIL SPRING SEATS Front and Rear. Industry exclusive in class.
Javelin and AMX have new formed-wire construction for bucket seats (& rear).
8. WIDEST CHOICE OF RECLINING SEATS AND HEADRESTS.
9. ROOF-TOP TRAVEL RACK for REBEL and AMBASSADOR WAGONS.
Exclusive standard feature. Optional on American 440 (was standard).
10. CHOICE of TAILGATE DESIGN plus HIDDEN COMPARTMENT
Rebel and Ambassador wagons.
11. WEATHER-EYE HEATING and VENTILATING Standard.
New "flow-thru" ventilation for Javelin and AMX (no vent windows).
12. ALL-SEASON AIR CONDITIONING, New Standard Feature for all Ambassador models (delete option allowed). Continues optional on all other series.
13. "SHIFT-COMMAND" feature on all automatics, column (new) or console shift.
14. NEW ALL-SYNCHROMESH 3-Speed Manual Trans. Std. (except American 199).
15. 4-COIL-SPRING SUSPENSION on Rebel and Ambassador.
American, Javelin and AMX use multi-leaf rear springs.
16. QUALITY GRILLE CONSTRUCTION. New injection-molded plastic for all series, except extruded-aluminum for American.
17. CURVED-GLASS SIDE WINDOWS
With metal-edges for convertible and hardtop (except Javelin and AMX).
18. EXTRUDED-ALUMINUM DOOR-WINDOW FRAMES (Rebel-Amb. Sedan and Wagon).
19. ELECTRONIC ALTERNATOR SYSTEM with transistorized voltage regulator.
20. "POWR-GUARD 24" INTERCELL BATTERY with new "three-in-one" vent caps.
21. 5-YEAR/50,000 MILE WARRANTY on engine, drive train, suspension and steering (2-Year/24,000 Mile Warranty on basic car).
22. 24,000-MILE CHASSIS LUBRICATION (was 32,000-mile/3-year).

1968 SAFETY-PACKAGE FEATURES, ALL SERIES (except noted)

Most items will be on first production cars... not all until Jan. 1, 1968

- Double-Safety Brake System with Brake System Warning Light.
- * Front Seat Belts for 3, 2 for Buckets (outer retractable).
- * Rear Seat Belts for 3, 2 for Javelin (wagon 3-rd.-seat belts are optional).
- * New Shoulder Belts for 2 in Front (except convertible).
- New Shoulder-Belt Anchors Standard for 2 in Rear (except conv. and AMX).
- 4-Way Hazard Warning Signals.
- "Lane-Changer" feature for Turn Signals.
- New Side-of-Car Safety Markers.
- High-Strength Door Locks.
- New "Pre-Set-Impulse" Front Door Locking System (except American).
- New Smooth-Contoured Outside Door Handles (except American).
- New Safety-Shaped Handles, Cranks, Control Knobs, Coat Hooks, etc. for Interiors.
- New Front-Seat Back (rear padding, shape, size, etc.).
- New Manually-Released Positive Lock for Front-Seat Back on 2-Door Models.
- New "Safety-Shaped" Door Armrests.
- Folding Rear Seat-Back Latches for Station Wagons.
- Auto-Tailgate-Lock with Tailgate Window 1" Up (Rebel and Ambassador Wagons).
- Energy-Absorbing Safety Steering Column (except Right-Hand Drive).
- Deep-Dish 3-Spoke Steering Wheel.
- "Safety-Styled" Instrument Panel Layouts and Controls.
- Padded Instrument Panel with new padded shield for control knobs.
- Padded Sun Visors.
- New Padded "A" Pillars and Roof Side Headers for Javelin & AMX.
- "Break-Away" feature for open ashtray in instrument panel (ball-bearing feature).
- New Non-Glare Finish for Various Interior Parts.
- New Inside Rear-View Day/Nite Mirror, Twin-Pivot, Protected Edges.
- Rear-View Left Side Mirror, repositioned rearward (Remote-Control in opt. Vis. Gr.).
- Back-Up Lights.
- Windshield Washers, Manual Type (Electric in optional Visibility Group).
- Variable-Speed, Non-Glare Windshield Wipers (Electric in opt. Visibility Group).
- High-Strength, Thick-Laminate Windshield Glass (Safety Glass all-around).
- Headrests, Optional for all Front Seats (offered in pairs only).
- Molded Ceilings.
- New Mechanical Stop Light Switch (replaces hydraulic type).
- "Tread-wear indicator" molded into tire tread.
- Uniform Shift-Pattern for Automatic Trans.
- Corrosion-Resistant Brake Lines.
- Safety-Rim Wheels.

Page 16 -- I
and should n
on or before
deleted.
(two for AMX).

PRODUCT CHANGES TO MEET 1968 FEDERAL SAFETY STANDARDS

New safety features will be added to '68 models to comply with new "Federal Motor Vehicle Safety Standards". Most items will be on first production cars, but definitely not all items. All items must be on cars produced on and after Jan. 1, 1968.

Examples of new safety items to meet new regulations:

- New side-of-car safety markers are standard; lights and/or light/reflector units for all (reflectors for American).
Front fender marker is amber, rear fender marker is red.
- Seat belts for every occupant (was 2 front, 2 rear).
 - 3 in front seat (2 for bucket seats).
 - 3 in rear seat (2 for Javelin, none for AMX).
 - 2 belts for wagon 3-rd. seat are optional.
- * ● New shoulder belts for 2 in front seat (except convertible). (Anchors were standard, and belts were dealer accessory).
- New shoulder belt anchors standard for 2 in rear seat (except convertible and AMX).
- New manually-released positive lock added to folding front-seat backs on all 2-door models.
- New front-seat back (rear padding, shape, etc).
- New "safety-shaped" door armrests (none for rear door on basic Americans which use new "assist straps" to pull door closed).
- New door-and-window control handles, new control-knob sizes and shapes, new padded shield for instrument-panel control knobs, plus new padded coat hooks.
- New non-glare finish for various interior parts with satin chrome and/or no-gloss paint.
- New inside rear-view day/nite mirror, twin-pivot, protected edges.
- New location for outside mirror (moved rearward), remains standard for all models. (Remote-Control in optional Visibility Group).
- New door locks for American (others comply).
- New mechanical stop light switch replaces hydraulic type.
- New body-structure changes for front-impact protection.

New vinyl-clad-
steel buckle release
with chrome body
(no options)

Two Entire last paragraph on page 17 should be deleted and should now read:
"Two front shoulder belts become a required option on or about Jan. 1, 1968." Also, delete first asterisk.
cost optional equipment (000). Four seat belts remain standard (two for AMX).

1968 SAFETY CERTIFICATION & I. D. TAG

The wording that appears on the present identification tag located on the rear edge of the driver's door will be changed to include a statement concerning the Federal Safety Standards (by number) that have been incorporated. This revised version of the aluminum tag will be affixed to all cars starting with car #1 of August new-car production. Since a few remaining safety standards will be delayed and thus incorporated as running changes, this metal tag will be revised to include those remaining safety standard numbers, and will then replace the initial version of the tag on cars so equipped on or before Jan. 1, 1968.

1968 AMERICAN MOTORS EMBLEM (Exterior)

The recently-approved corporate emblem for American Motors Corporation will be attached to the car exterior. This new car emblem will initially appear on Javelins as a running change and will be located below the center of the rear window (same for AMX in Feb.). As soon as possible, this same emblem will be attached at an appropriate location as a running change for all other 1968 models.

1968 VEHICLE IDENTIFICATION NUMBER

The 13-digit vehicle identification number is located on a metal tag welded on the right-hand wheelhouse panel (visible with hood open). To aid quick identification of stolen or abandoned cars without having to lift the hood, this same number will be on a new metal tag which will be visible through the windshield on the left side. The exact location of the tag is pending, and the addition of the tag will probably be a running change.

1968 PRODUCT IMPROVEMENT DETAILS

New 5" front-seat adjustment for all models (was 6"). Front seats are relocated 1" rearward thus affording 1" more front-seat legroom (and 1" less rear-seat legroom in full rear position). Bed feature continues only on Rebel and Ambassador 4-door models with ind. adj. reclining seats (bed no longer possible for American).

Front-seat-back angle is increased slightly (3° rearward) in relation to seat cushion resulting in a more comfortable position for driver and passengers.

Revised seat availability:

Rebel SST: Ind. Adj. Recl. Seats Std. (buckets opt.).

Ambassador SST: Ind. Adj. Recl. Seats Std. (buckets opt., NA Sedan).

770 and DPL Bucket Seats eliminated.

American: Bench Recl. Seats eliminated (Ind. Adj. Recl. Opt.).

American: Bucket Seats eliminated.

Rogue HT: Bench std; ind. adj. recl. optional (as on all Americans).

Javelin: Bucket Seats Std., non-reclining.

Javelin SST: Bucket Seats Std. with reclining feature.

AMX: Bucket Seats Std. with reclining feature.

New seat upholstery designs and materials for all models highlighted by new Ventilair vinyl. Revised offering of fabric vs. vinyl.

Custom fabric upholstery now standard on SST Rebel and Ambassador (was optional). . . pillows and rear-seat center armrest are deleted.

All seats continue with coil-spring construction, except for new "slim-sectioned" bucket seats on Javelin and AMX (and mating rear seats on Javelin). These new Javelin and AMX seats use formed-wire construction carefully designed and built to achieve comfort level of coil springs. Rear-facing 3rd seat option on Rebel 770 and Ambassador DPL (was 990) wagons continues with molded-foam construction (no springs).

Seat-adjusting lever is relocated on front base near left corner for all seats, including divided-cushion seats (individual and bucket). Previously, fore-'n-aft adjuster was at outer-side corner, including right seat. Change made for uniform seat tracks.

New reclining seat handle mounted vertically. . . handy to use and does not interfere with seat-belt holster.

1968 PRODUCT IMPROVEMENT DETAILS (cont.)

New "Flo-Thru" fresh-air ventilation will be standard on Javelins and AMX (vent windows eliminated). Air from cowl intake enters passenger area thru twin air-intake grilles and exits thru rear edge of both doors via opening in armrest which has a manually-controlled vent door.

New "frameless" side windows for Javelin and AMX. All other hardtops and convertibles continue with "framed" glass.

New injection-molded ABS plastic grilles for all except American.

Rebel. 1 pc. main grille plus separate headlight housings (metal trim added).

Ambassador. . . 1 pc. main grille plus separate injection-molded nylon headlight housings (metal trim added).

Javelin & AMX. 1 pc. main grille plus separate injection-molded nylon headlight housings (metal trim added).

American. . . . Continues with extruded-aluminum grille plus stamped-aluminum headlight housings.

New injection-molded ABS plastic for Javelin-AMX instrument panel.

New exterior car colors:

10 are all-new metallic colors.

4 are non-metallic carry-overs (Black, White, Red and '67 1/2 Yellow).

14 Colors for Rebel, Ambassador, Javelin and AMX.

13 Colors for American 440 and Rogue

6 Colors for American Basic.

New Two-Tone paint optional on all models except Javelin and AMX:

31 Combinations for Rebel, Ambassador.

28 Combinations for American 440 and Rogue.

9 Combinations for American Basic.

Roof-top design except on Rebel and Ambassador wagons which use side-panel 2-tone scheme ('67 1/2 type).

Simulated Wood Grain continues optional on 770 and DPL (was 990) wagons.

Black or White Vinyl-Covered Roof optional on Rogue and Javelin.

Black, White or new Blue Vinyl-Covered Roof optional on Rebel 770 and SST, Ambassador DPL and SST hardtops and sedans.

1968 PRODUCT IMPROVEMENT DETAILS (cont.)

New "air-scoop" fresh-air intake for Rebel (slanted-louver type) and Ambassador (vertical-scoop type) replaces flush-type . . . newly styled hood with different motif for Rebel vs Ambassador has twin recessed center sections for air-scoop effect. Flush-type louvered air intake continues on American, and is also used for Javelin and AMX. For all 1968 models, except Ambassadors, the fresh-air intake screen is eliminated.

New smooth-contoured outside door handles, set flush in door panels, enhance appearance and safety. Spring-loaded, pull-to-open paddle handles are easy to operate. Key lock, recessed in rectangular-shaped handle body, is easier to use and protected against freezing. This new handle design is a noteworthy improvement for all models, except American, which continues with conventional push-button door-grip handle and separate key lock.

New "pre-set-impulse" locking system for front doors on all models (except American). This unique one-hand locking system (replacing front-door push-button system) will be an industry exclusive . . . a noteworthy feature for convenience and safety. Rear doors continue with push-button locking on all models.

New front-suspension adjustment provisions for Rebel and Ambassador permit easier servicing (all under the car) with more accurate caster and camber settings (like current American, plus new Javelin and AMX). Camber adjustment is moved from upper control arm to lower control arm. Caster adjustment is moved from upper control arm to strut rod. Toe-in adjustment continues on the steering linkage for all cars.

New front and rear coil springs to increase under-car clearance by about 3/8" on Rebel and Ambassador sedans, hardtops and convertibles (wagons presently have greater clearance).

1968 PRODUCT IMPROVEMENT DETAILS (cont.)

Page 22 -- The entire first paragraph has been changed to read as follows: "New semi-elliptic rear leaf springs for Javelin and AMX are longer (53" vs. 52") and wider (2.5" vs. 2") than used on American. For American-6 and Javelin-6, rear shock absorbers are located in front of the rear axle. For American V-8 sedans and hardtops, and all Javelin V-8's, the right rear shock absorber is now forward of the axle for improved axle stability during rapid acceleration. The left rear shock absorber

on these models remains behind the axle. Both rear shock absorbers remain behind the axle for the AMX and American V-8 station wagons. Coil springs again used in front suspension for all models and rear for Rebel and Ambassador. There are numerous "handling package" options for all models (see separate list).

There are numerous "handling package" options for all models (see separate list).

Improved Power-Disc Brakes for V-8's (disc front, drum rear).

Javelin, AMX and American use new duo-servo rear drum brakes with riveted linings plus proportioning valve in hydraulic circuit. Rebel and Ambassador disc-brake cars continue with non-servo rear drum brakes (proportion valve not required), with new riveted linings (was bonded). All disc-brake cars (except American) use tandem-chambered power units. . . American uses single-chambered power unit.

New "Space Saver Spare" tire for AMX (same as on '67).

This handy, novel feature saves trunk space. Easy to use with pressurized inflator. Good for about 2,000 miles of normal driving.

New "scissors-action" tire jack for side-of-car operation on Javelin and AMX (instead of "bumper" jack).

New "three-in-one" battery vent caps; 2 caps replace 6 for handy, quick servicing. First used on '67 1/2 models as a running change.

New "ballast-type" ignition coil system for 6-cyl under models increases ignition voltage during engine starting (similar to current V-8 system).

New mechanical stop light switch (at brake pedal) replaces hydraulic switch (at master cylinder) to meet new Federal safety regulations.

1968 V-8 ENGINE IMPROVEMENTS

For all 343 V-8 engines (2-and 4-barrel) the heads are revised to incorporate new higher-flow intake passages. These new "flowed" intake ports increase air/fuel volume passage for improved engine efficiency resulting in gains for horsepower and torque (the current 235-and 280-HP advertised ratings for the 2-and 4-barrel versions of the 343 V-8's remain unchanged). The intake valve size is increased slightly from 2.000" to 2.025". This same 343 head is also used for the new 390 V-8 (see below).

For all 290 and 343 V-8 engines with 4-barrel (Carter AFB) carburetors, detailed changes for the intake manifold aids distribution of the fuel/air mixture for greater efficiency resulting in improved engine performance and smoothness, especially noticeable at idle and the low-end speed ranges.

For all 290 and 343 V-8 engines with 2-barrel carburetor, the present Holley "2209" 2-barrel carburetor is replaced with a new Ford-built 2-barrel carburetor.

A new larger-size V-8 engine with a displacement of 390 cubic inches will be available on AMX, JAVELIN, ~~AMBASSADOR~~ and REBEL series about Feb. 1968. This new powerplant will be identified as the AMX 390 V-8 (TYphoon name continues for 290 and 343). There are many noteworthy features for this high-performance production engine including forged steel crankshaft and connecting rods (cast Malleable iron continues for 290 and 343), plus heavier-duty bearings. With a high compression ratio of 10.2:1 and a 4-barrel carburetor, premium fuel is required. The improved head design mentioned above for the 343 V-8 will also apply to the 390 V-8. In addition, the 390 V-8 will have a new intake manifold featuring intake runner passages that were scientifically flow-designed (after an extensive development program) for higher air-flow efficiency, resulting in greater power/torque output. The combination of the new manifold and improved heads result is a true "matched-flow" design. The 390 V-8 will be offered with "Shift-Command" automatic transmission console-shift (also column-shift for Rebel and Ambassador), and with 4-speed all-synchromesh floor-shift transmission.

Note. . . The new intake manifold for the 390 V-8 can also be used as a dealer-available hi-performance part for field installations on 343 or 290 V-8's. Further benefit would be gained by also using the new heads in conjunction with the new manifold to achieve "matched-flow" benefits.

1968 EXHAUST EMISSION CONTROL SYSTEMS

Exhaust Emission Control System (with "closed" positive crankcase ventilation) will be a required option for all 1968 engines for all states . . . previously, this was a required option only for California.

The "I99" Six will comply with the "Engine-Mod" system, which was previously used for the "232" Six. The more expensive and elaborate "Air-Guard" air pump system will not be required for the "I99" Six.

For all V-8 engines with automatic transmissions, the present "Air-Guard" air pump system is replaced with the less complicated "Engine-Mod" system which complies with emission requirements.

For all V-8 engines with manual transmissions, the present "Air-Guard" air pump system will continue to be used to comply with emission requirements.

The "Engine-Mod" system for 6-cylinder models incorporates new pistons, new cylinder head, new head gasket, new distributor calibration, and new carburetor calibration including an idle-rich limiter. The new pistons, head and gasket form a new "low-quench" combustion chamber.

The "Engine-Mod" system for V-8 models incorporates a new thermostatically-controlled carburetor air cleaner and a new carburetor with new calibration including an idle-rich limiter.

In conjunction with these changes, a new "thermostatically-controlled" carburetor air cleaner is used for all V-8's (2-and 4-barrel) with automatic transmission. While helping to meet emission requirements, this new air cleaner aids cold-weather driveability.

1968 FUEL TANK CAPACITY

For the new Javelin & AMX, the fuel tank capacity is 19 U. S. gallons, with the center filler located behind the hinged license plate (below knotted bumper). The American continues with 16 gallons, and a center filler in the rear panel (right fender for wagons). Rebels and Ambassadors have 21.5 gallon tanks (19 for 3-seat wagons), with a left fender filler behind a hinged cover. For all '68 models, the fuel-tank drain plug is removed (as on competitive cars).

1968 ENGINE COLOR

For all 1968 engines, one engine color will be used which is a medium-shade metallic Blue (replacing "199" Blue, "232" Red, "290" Gold and "343" Copper). This new Blue engine color will also be used for the air cleaner (replacing Black). Each engine will carry its own CID name sticker on the air cleaner.

1968 ENGINE "DRESS-UP" FOR 390 V-8

For the new AMX 390 V-8 engine, which will be available on all models (except American) in Feb. 1968, the same new metallic Blue engine color (mentioned above) will be used. However, to create a unique, sporty appearance for this new AMX 390 V-8 engine, the following parts will be chrome plated as standard:

Valve Covers
Top Lid for Carburetor Air Cleaner
Oil Filler Cap

1968 ENGINE EMBLEMS (Exterior)

The current style 290 V-8 emblem continues, but it is revised for greater readability.

A brand new design is used for the 343 V-8 replacing the present emblem.

For the new AMX 390 V-8, another all-new design is used, which is unlike the 343 or 290 V-8 emblems.

The 232 Six emblem will continue only on Rambler Americans so equipped (previously on all cars). No emblem is used for the 199 Six.

1968 "TORQUE COMMAND" SIX-CYLINDER ENGINE FEATURES

1. . . 199 CID (1-Barrel). . . 128 HP @4400. . Torque 182 @1600

2. . . 232 CID (1-Barrel). . . 145 HP @4300. . Torque 215 @1600

3. . . 232 CID (2-Barrel). . . 155 HP @4400. . Torque 222 @1600

Cast Malleable Iron Crankshaft and Connecting Rods

7-Main Bearing Crankshaft (2.50" dia. bearings) with 8 Counterweights

Oversquare Bore-Stroke Ratio:

199 CID. . . . 3.75" Bore x 3.00" Stroke = 1.250:1

232 CID. . . . 3.75" Bore x 3.50" Stroke = 1.071:1

8.5:1 Compression Ratio, Regular-Grade Fuel

Coolant Passages Surround Valve Seats

Coolant Passages Surround Cylinders

Wedge-Shaped Combustion Chambers

Balanced-Performance Camshaft, 244° Duration, .375" Lift

Hydraulic Valve Lifters

Big-Diameter Valves

Full-Flow Oil Filter

Full-Pressure Lubrication

Slim-Wall Cast-Iron Block Construction

Free-Breathing Intake Manifold

Water-Heated Intake Manifold only for 232 Six in Rogue Hardtop (not 199 Six)

Sweep-Flow Exhaust Manifold with Heat-Control Valve

Steel-Reinforced Aluminum Pistons ("Conformatic")

Automatic Choke

Dry-Element Air Cleaner

Handy-To-Service Engine Layout

1968 "TYPHOON" V-8 ENGINE FEATURES

1. . . . 290 CID (2-Barrel). . . 200 HP @4600. . . Torque 285 @2800

2. . . . 290 CID (4-Barrel). . . 225 HP @4700. . . Torque 300 @3200

3. . . . 343 CID (2-Barrel). . . 235 HP @4400. . . Torque 345 @2600

4. . . . 343 CID (4-Barrel). . . 280 HP @4800. . . Torque 365 @3000

290 & 343 2-Barrel. . . 9.0:1 Compression Ratio for Regular Fuel

290 & 343 4-Barrel. . . 10.0:1 & 10.2:1 Compression Ratio for Premium Fuel

Cast Malleable Iron Crankshaft and Connecting Rods

5-Main Bearing Crankshaft, 2.75" dia. bearings (copper-lead sintered)

Crankpin 2.095" dia. bearings (copper-lead sintered)

Oversquare Bore-Stroke Ratio:

290 CID. . . 3.75" Bore x 3.28" Stroke = 1.143:1

343 CID. . . 4.08" Bore x 3.28" Stroke = 1.244:1

Coolant Passages Surround Valve Seats

Coolant Passages Surround Cylinders

Wedge-Shaped Combustion Chambers

Balanced-Performance Camshaft, 266° Duration, .425" Lift
(302° Duration, .477" Lift in Dealer HP Kit)

Hydraulic Valve Lifters (anti-pump-up type in Dealer HP Kit)

Big-Diameter Valves (bigger intake and exhaust valves on "343" version)

High-Rate Valve Springs (higher-rate + damper springs in Dealer HP Kit)

Full-Flow Oil Filter

Full-Pressure Lubrication

Slim-Wall Cast-Iron Block Construction

Sweep-Flow Exhaust Manifold with Heat-Control Valve (right side)

Steel-Ring-Reinforced Aluminum Pistons ("Conformatic") on "290" 2-B.

Steel-Strut-Reinforced Aluminum Pistons ("Autothermic") on all others.

Automatic Choke

Dry-Element Air Cleaner (new "thermostatically-controlled" type with auto. trans)

Handy-To-Service Forward Accessory Section and Engine Layout

1968 "AMX" 390 V-8 ENGINE FEATURES

(Available about Feb. 1968 on AMX, Javelin, Rebel & Ambassador)

390 CID (4-Barrel) . . . 315 4600 425 3200 . . . 3000 HP @0000 . . . Torque 000 @0000

10.5:1 Compression Ratio for Premium Fuel

Forged-Steel Crankshaft and Connecting Rods

5-Main Bearing Crankshaft, 2.75" dia. bearings (copper-lead cast)

Crankpin 2.250" dia. bearings (copper-lead cast)

Oversquare Bore-Stroke Ratio: 4.165" Bore x 3.574" Stroke = 1.165:1

Coolant Passages Surround Valve Seats

Coolant Passages Surround Cylinders

Wedge-Shaped Combustion Chambers

"Matched-Flow" Design for Intake Manifold and Heads

Balanced-Performance Camshaft, 266° Duration, .425" Lift
(302° Duration, .477" Lift in Dealer HP Kit)

Hydraulic Valve Lifters (anti-pump-up type in Dealer HP Kit)

Big-Diameter Valves

High-Rate Valve Springs (higher-rate + damper springs in Dealer HP Kit)

Full-Flow Oil Filter

Full-Pressure Lubrication

Slim-Wall Cast-Iron Block Construction

Sweep-Flow Exhaust Manifold with Heat-Control Valve (right side)

Steel-Strut-Reinforced Aluminum Pistons ("Autothermic")

Automatic Choke

Dry-Element Air Cleaner (new "thermostatically-controlled" type with auto. trans)

Handy-To-Service Forward Accessory Section and Engine Layout

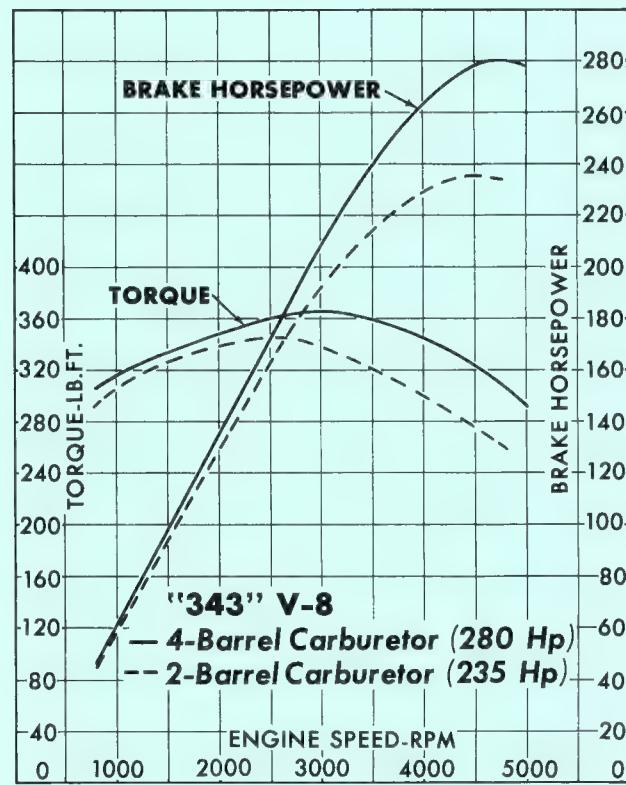
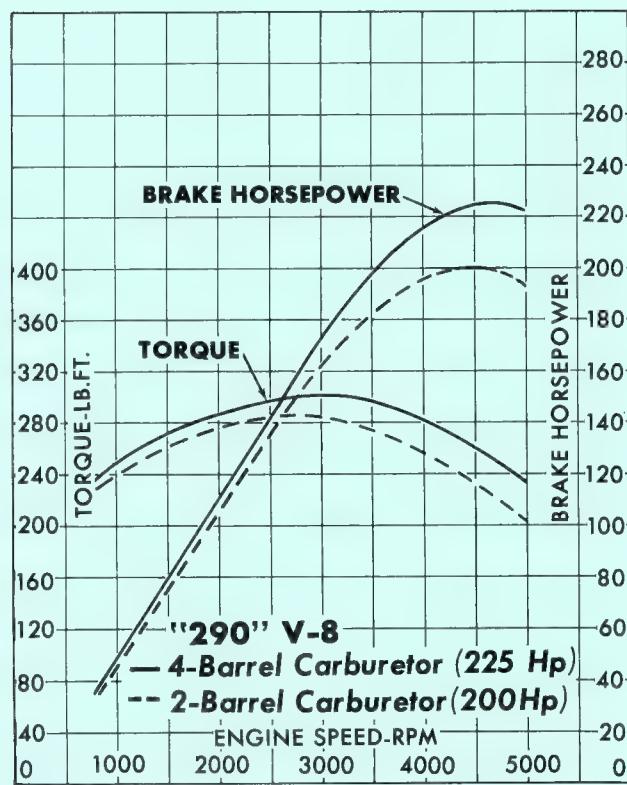
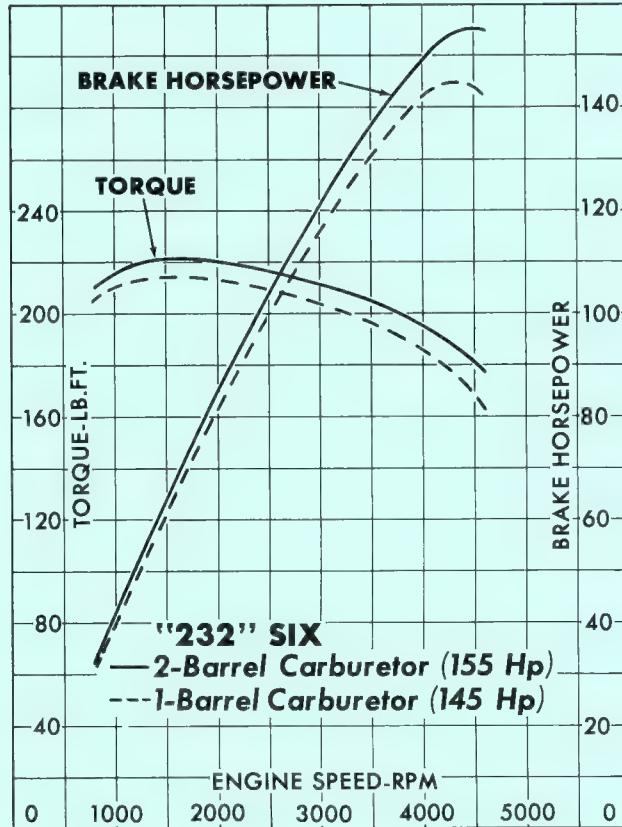
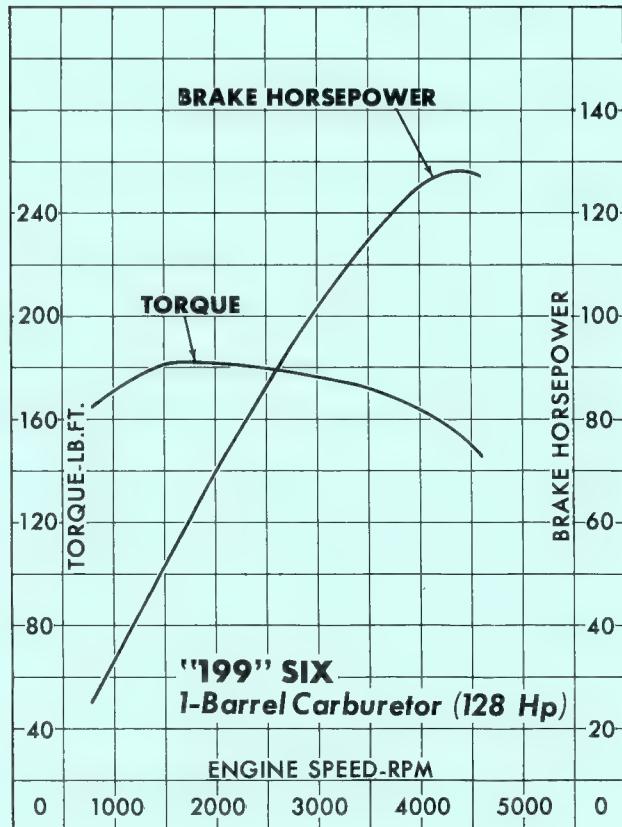
Chrome-Plated Valve Covers, Oil Filler Cap, Air Cleaner Top

1968 TORQUE COMMAND 199 & 232 SIXES... SPECIFICATIONS

	128 HP, 199 CID	145 HP, 232 CID	155 HP, 232 CID
Standard on Models	Amer. Basic & 440	Rogue, Reb, Amb, & Jav.	None
Optional on Models	None	Amer. Basic & 440	Rebel & Amb.
Engine Type		OHV-6	
Displacement, Cubic Inch	199	232	232
Bore & Stroke	3.75 x 3.00	3.75 x 3.50	3.75 x 3.50
Bore-Stroke Ratio	1.250:1	1.071:1	1.071:1
Bore-Center Spacing		4.38	
Taxable HP (License)		33.75	
Horsepower @ RPM	128 @ 4400	145 @ 4300	155 @ 4400
Torque @ RPM (lb. ft.)	182 @ 1600	215 @ 1600	222 @ 1600
Compression Ratio		8.5:1 ("Conformatic" pistons)	
Carburetor	Holley 1-Bbl.	Holley 1-Bbl.	Carter 2-Bbl.
Fuel Recommended		Regular	
Valve Lifters		Hydraulic	
Intake Valve Diameter		1.787	
Exhaust Valve Diameter		1.406	
Crankshaft Material		Cast Malleable Iron	
Crankshaft Main Bearings		7 (8 Counterweights)	
Main Bearing Diameter		2.500	
Main Bearing Material		Micro-Babbitt	
Crankpin Bearing Diameter		2.095	
Crankpin Bearing Material		Copper-Lead Sintered	
Wristpin Diameter		.931	
Connecting Rod Length	6.125	5.875	5.875
Connecting Rod Material		Cast Malleable Iron	
Full-Length Water Jackets		Yes	
Water All-Around Cylinders		Yes	
Oil Filter		Full-Flow	
Alternator Amps.		35 (40 Opt., Std. w/AC)	
Battery Amps (70 Opt.)		50 (60 w/AC)	(x) (* Carter 1-Bbl. Auto. Trans.)
Spark Plugs (Champion)		N-14Y	All Rogues use Holley.

1968 TYPHOON 290 & 343 V-8's, plus AMX 390 V-8... SPECIFICATIONS					Feb. '68
	"290" 2-B.	"290" 4-B.	"343" 2-B.	"343" 4-B.	"390" 4-B.
Standard on Models	All but AMX	AMX	None	None	None
Optional on Models	None	Amer. & Javelin	Reb. & Amb.	All but Amer.	All but Amer.
Engine Type			OHV, V-8		AMX + 343
Displacement, Cubic Inch	290		343		390
Bore & Stroke	3.75 x 3.28		4.08 x 3.28		4.165 x 3.574
Bore-Stroke Ratio	1.143:1		1.244:1		1.165:1
Bore-Center Spacing		4.75			
Taxable HP (License)	45.00		53.27		55.51
Horsepower @ RPM	200 @ 4600	225 @ 4700	235 @ 4400	280 @ 4800	255 @ 4200
Torque @ RPM (lb. ft.)	285 @ 2800	300 @ 3200	345 @ 2600	365 @ 3000	412 @ 3100
Compression Ratio	9.0:1 ^{"CONFORMATIC"} PISTONS	10.0:1 ^{"AUTOTHERMIC"} PISTONS	9.0:1 ^{"AUTOTHERMIC"} PISTONS	10.2:1	
Carburetor	Ford 2-Bbl.	Carter 4-Bbl.	Ford 2-Bbl.	Carter 4-Bbl.	
Fuel Recommended	Regular	Premium	Regular	Premium	
Valve Lifters		Hydraulic			
Intake Valve Diameter	1.787		2.025		
Exhaust Valve Diameter	1.406		1.625		
Crankshaft Material		Cast Malleable Iron			Forged Steel
Crankshaft Main Bearings		Five			
Main Bearing Diameter		2.750			
Main Bearing Material		Copper-Lead Sintered		Copper-Lead Tri-Metal, Prem.	
Crankpin Bearing Diameter		2.095		2.250	
Crankpin Bearing Material		Copper-Lead Tri-Metal, Prem.			
Wristpin Diameter		.931		1.000	
Connecting Rod Length		5.875		5.790	
Connecting Rod Material		Cast Malleable Iron			Forged Steel
Full-Length Water Jackets		Yes			
Water All-Around Cylinders		Yes			
Oil Filter		Full-Flow			
Alternator Amps.		35 (40 Opt., Std. w/AC)			
Battery Amps (70 Opt.)	50 (60 w/AC)		60		
Spark Plugs (Champion)		N-12Y			

POWER CURVES



1968 ENGINE & TRANSMISSION AVAILABILITY

Numerous changes in availability are designed to eliminate little-used engine/transmission combinations thus streamlining production facilities, field stocking, car ordering, marketing and advertising.

The new AMX '390" V-8 will be available in February 1968 in conjunction with the introduction of the AMX car. For this new AMX sports car series, plus the Javelin, the 390 V-8 will be offered with 4-speed floor shift and console-mounted Shift-Command. On Rebel and Ambassador models, the 390 V-8 will be offered with 4-speed floor shift, plus column or console-mounted Shift-Command.

For the Javelin, the 145 HP 232 Six and the 200 HP 290 V-8 will be basic engines.

For the AMX, the 225 HP 290 V-8 (4-barrel) will be the basic engine.

For the Javelin and AMX, new performance "go" package options (see page 47).

All Rebel SST and Ambassador SST models will be V-8's only (no 6-cylinder).

For Rebel and Ambassador, overdrive will not be offered with the 155 HP 232 Six.

For Rebel and Amb. 6's, self-adjusting clutch replaced by conventional clutch (see pg. 47)

For the American Rogue hardtop, a new economy-version of the 145 HP 232 Six will be the standard engine (in place of the 199 Six) with standard all-synchromesh 3-speed transmission, and optional column-mounted Shift-Command automatic. In addition, for the Rogue hardtop with automatic transmission, a new 2.37 axle ratio will be used. For Rogue models (manual or automatic), the 232 engine has the following fuel-economy modifications. . .water-heated intake manifold (no longer on 199), specially-calibrated carburetor, advanced ignition timing, 205°thermostat (in place of normal 195°) plus unique valve-body calibration and governor for the automatic transmission. This economy-version 232 engine is only for Rogue hardtops. In place of the 2.37 axle with automatic transmission, 2.73 or 3.08 performance axle ratios are no-cost options (see pg. 36).

For all Americans, overdrive will not be offered with the 145 HP 232 Six.

For all Americans, the 155 HP 232 Six (2-barrel carb.) will be dropped.

For all Americans, standard 3-speed manual will not be offered with the 225 HP 290 V-8.

For American, the 280 HP 343 V-8 will be dropped.

For American, console-mounted Shift-Command will be dropped (buckets dropped).

1968 JAVELIN & AMX . . ENGINE vs. TRANSMISSION AVAILABILITY

(*) (*)

Type	CID	Carb.	HP	Torque	C. R.	Fuel	JAVELIN				AMX	
							3-S. Man Column	Auto. Column	Auto. Console	4-Speed Floor	Auto. Console	4-Speed Floor
Six	232	1-B.	145	215	8.5	Reg.	S	0	NA	NA	NA	NA
V-8	290	2-B.	200	285	9.0	Reg.	S	0	0	0	NA	NA
V-8	290	4-B.	225	300	10.0	Prem.	NA	NA	NA	0	0	S
V-8	343	4-B.	280	365	10.2	Prem.	NA	0	0	0	0	S
V-8	390	4-B.	315	425	10.2	Prem.	NA	NA	0*	0*	0	0

Avail. about Feb. 1968

S= Standard O=Extra-Cost Option NA=Not Available

Dual Exhaust System Optional with 4-Barrel V-8's for Javelin

Dual Exhaust System Standard with 4-Barrel V-8's for AMX

Dual Exhaust System Standard with 390 V-8 for all Models

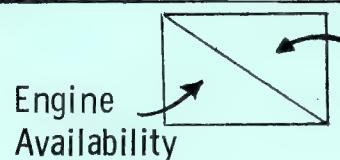
(*)
(*)* Available on SST model

Engine Availability



1968 REBEL & AMBASSADOR. . . ENGINE vs. TRANSMISSION AVAILABILITY
(SST MODELS ARE V-8 ONLY)

Type	CID	Carb.	HP	Torque	C. R.	Fuel	3-S. Man. Column	O'drive Column	Auto. Column	Auto. Console	4-Speed Floor
Six	232	1-B.	145	215	8.5	Reg.	S S	0	0	NA	NA
Six	232	2-B.	155	222	8.5	Reg.	0 S	NA	0	NA	NA
V-8	290	2-B.	200	285	9.0	Reg.	S S	0	0	0	0
V-8	343	2-B.	235	345	9.0	Reg.	NA	NA	0	0	NA
V-8	343	4-B.	280	365	10.2	Prem.	NA	NA	0	0	0
(*)	390	4-B.	315	425	10.2	Prem.	NA	NA	0	0	0
Avail. about Feb. 1968											



Transmission Availability

S=Standard

O=Extra-Cost Option

NA=Not Available

(*) Dual Exhaust System Optional with 343 V-8 & Standard with 390 V-8

(*)* Available on SST Models

1968 AMERICAN . . ENGINE vs. TRANSMISSION AVAILABILITY

Type	CID	Carb.	HP	Torque	C. R.	Fuel	3-S. Man. Column	O'drive Column	Auto. Column	4-Speed Column
Six	199	1-B.	128	182	8.5	Reg.	S S	0	0	NA
Six	232	1-B.	145	215	8.5	Reg.	S 0 *	NA	0	NA
V-8	290	2-B.	200	285	9.0	Reg.	S S	NA	0	0
V-8	290	4-B.	225	300	10.0	Prem.	NA	NA	NA	0



TRANSMISSION
AVAILABILITY

S = Standard 0 = Extra-Cost Option NA = Not Available

* 232 Six is the new standard engine on Rogue Hardtop (continues optional on other Americans).

TRANSMISSION IMPROVEMENTS

All 3-Speed Automatic Column-Shift Transmissions for all engines (6 and V-8) feature new Shift-Command controlability. . . fully automatic or manual control in desired gear ("his-and-hers" concept). In other words, the column-shift automatic for all 6's and V-8's now functions just like console-mounted Shift-Command (V-8 only). The name "Shift-Command" is added to the column-shift quadrant (continues on console).

<u>SHIFT-COMMAND</u>		
<u>Transmission Action</u>	<u>Column Marking (new)</u>	<u>Console Marking</u>
Park.	P.	PRK
Reverse.	R.	REV
Neutral.	N.	NTL
Drive (1st, 2nd & 3rd)..	D.	DRV
Second (2nd. gear only)	2.	2ND
First (1st. gear only)..	1.	1ST

For all automatic transmissions, new self-adjusting action for the front band eliminates periodic adjustments and assures proper operation. This product improvement is accomplished by equipping the front servo adjusting bolt with a one-way spring wrap mechanism.

All 3-Speed Manual Column-Shift Transmissions for 232 Sixes and 290 V-8's (including overdrive) feature new fully-synchronized gearing with the addition of synchromesh 1st gear. The American 199 Six continues with synchronized gearing for 2nd and 3rd speeds only.

All 4-Speed Manual Floor-Shift Transmissions for V-8's continue with synchronized gearing. A new circular-type knob replaces the present shift lever "T" release for reverse-gear lock out for easier operation and to improve safety aspects.

1968 AXLE RATIOS Note the important automatic transmission axle ratio changes for American Hardtop with 232 Six, plus 343 and 390 V-8 equipped Rebel, Ambassador, Javelin and AMX Models.

1968	TRANSMISSION ENGINE ↓	3-Speed Manual Column Shift	Over- drive Column Shift	Shift- Command Column Shift	Shift- Command Console Shift	4-Speed Manual Floor Shift	
AMERICAN	199, 1-Bbl. Sedans Less AC	3.08 Std. 3.31 Opt.	3.31 Std. 3.08 Opt.	2.73 Std. 3.08 Opt. 3.31 Opt.	N. A.		
	199, 1-Bbl. Wagons (plus Sedans W/AC)			3.08 Std. 2.73 Opt. 3.31 Opt.			
	232, 1-Bbl. Sedans & Wag.			2.37 Std. ** 2.73 Opt. 3.08 Opt.			
	232, 1-Bbl. Hardtop (new economy version)	3.15	N. A.	3.15 Std. 2.87 Opt.	N. A.	3.54 Std. 3.15 Opt. *	
	290, 2-Bbl. (*)				N. A.	%	
	290, 4-Bbl. (*)	N. A.					
REBEL & AMBASSADOR	232, 1-Bbl.	3.15	3.54	3.15	N. A.		
	232, 2-Bbl.						
	290, 2-Bbl. (*)	3.15 Std. 3.54 Opt.	3.54	3.15 Std. 2.87 Opt.	3.54 Std. % 3.15 Opt. *		
	343, 2-Bbl.				N. A.		
	343, 4-Bbl. (*)	N. A.		2.87 Std. 3.15 Opt.	3.15 Std.		
	390, 4-Bbl. ^{Feb.} 1968				3.54 Opt. *		
JAVELIN (& AMX Feb. '68)	232, 1-Bbl. (N. A. AMX)	3.08 Std. 3.31 Opt.	N. A.	3.08 Std. 2.73 Opt. 3.31 Opt.	N. A.		
	290, 2-Bbl. (*) (N. A. AMX)			3.15 Std. 2.87 Opt.	3.15 Std. 2.87 Opt.	3.54 Std. 3.15 Opt. *	
	290, 4-Bbl. (*)	N. A.		N. A.	3.15 2.87 AMX	%	
	343, 4-Bbl. (*)			\$ 2.87 Std. ^{AMX}	\$ 2.87 Std.	3.15 Std.	
	390, 4-Bbl. ^{Feb.} 1968			3.15 Opt. ^{NA}	3.15 Opt.	3.54 Opt. *	

(*) *3.73, 3.91, 4.10, & 4.44 Dealer Hi-Performance Kits available for any 4-speed transmission.

(**) Note: These standard & optional axle ratio changes became effective with the new close 4-spd transmission.

§ 3.15 Std. with "Go" Packages. **New 2.37 will not be in at start of production.

1968 TIRE SIZES

1968 Tire Sizes (Whitewalls are optional extra)	American			Rebel		Ambassador			Javelin	
	Six		V-8	Six & V-8		Six	V-8	Six	Six	V-8
	Exc. Wag.	Wag.	All	Exc. Wag.	Wag.	Exc. Wag.	Exc. Wag.	&V-8 Wag.	V-8 & AMX	
6.45 x 14, 4-Ply-Rated 2-Ply	Std.	--	--	--	--	--	--	--	--	--
6.95 x 14, 4-Ply-Rated 2-Ply	Ext.	Std.	Std.	--	--	--	--	--	Std.	--
6.95 x 14, 8-Ply-Rated 4-Ply	Ext.	Ext.	Ext.	--	--	--	--	--	Ext.	--
7.35 x 14, 4-Ply-Rated 2-Ply	--	--	Ext.	Std.	--	Std.	--	--	Ext.	Jav. Std.
7.35 x 14, 8-Ply-Rated 4-Ply	--	--	Ext.	Ext.	--	Ext.	--	--	Ext.	Jav. Ext.
7.75 x 14, 4-Ply-Rated 2-Ply	--	--	--	Ext.	Std.	Ext.	Std.	--	--	--
7.75 x 14, 8-Ply-Rated 4-Ply	--	--	--	Ext.	Ext.	Ext.	Ext.	--	--	--
8.25 x 14, 4-Ply-Rated 2-Ply	--	--	--	--	Ext.	--	Ext.	Std.	--	--
8.25 x 14, 8-Ply-Rated 4-Ply	--	--	--	--	Ext.	--	Ext.	Ext.	--	--
D70-14 Red-Line 4-Ply-Rated 2-Ply	--	--	Ext. na/wag.	--	--	--	--	--	--	--
E70-14 Red-Line 4-Ply-Rated 2-Ply	--	--	--	--	--	--	--	--	--	*
F70-14 Red Line 4-Ply-Rated 2-Ply	--	--	--	Ext. na/six	--	--	Ext.	--	--	Ext.

15" Tires are Fleet Options on certain models.

*E70-14 Black Wide-Profile Standard on AMX only, NA on Javelin(2-ply Polyester).

E70-14 Red-Line Wide-Profile Optional on Javelin and AMX (2-ply Polyester).

A third sentence has been added to read: "E70-14 Red-Line Wide-Profile Fiberglass Belted tires optional on AMX (2-ply Polyester)."

1968 STEERING-HANDLING DIMENSIONS... All Series

For Javelin and AMX, note the new steering ratios for both power and manual steering (which are "quicker" than other models), plus the new optional "quick-ratio" for manual steering.

1968		AMERICAN		REBEL		AMBASSADOR		JAVELIN		AMX
		6	V-8	6	V-8*	6	V-8	6	V-8	V-8
BASIC Dimensions	Wheelbase	106.00	106.00	114.00	114.00	118.00	118.00	109.00	109.00	97.00
	Tread, Front	56.00	56.40	58.20	58.58	58.58	58.58	57.92	58.36	58.36
	Tread, Rear	55.00	55.27	58.50	58.50	58.50	58.50	57.00	57.00	57.00
	Turning Dia.ft.	36.00	36.00	37.50	37.50	39.00	39.00	36.80	36.80	33.50
MANUAL Steering	Make	← Saginaw (Recirculating Ball) →								
	**	← →								
	Gear-Box Ratio	← → 24.0 ← → 20.0								
	Overall Ratio	← 29.1 ← → 28.6 ← → 24.1								
	Wheel Turns	← 6.1 ← → 6.0 ← → 5.1								
POWER Steering	Make	Saginaw Gear Box with Integral Rotary Valve Thompson Engine Belt-Driven Pump								
	Gear-Box Ratio	← → 17.5 ← → 15.0								
	Overall Ratio	← 21.1 ← → 20.9 ← → 17.1								
	Wheel Turns	← 4.5 ← → 4.4 ← → 3.6								
Std. Brake Dia.	9	10	9	10	10	10	9	10	10	
Disc Brakes (V-8)	NA	Opt.	NA	Opt.	NA	Opt.	NA	Opt.	Opt.	
Front Sway Bar	H. Pkg.	Std.	H. Pkg.	Std.	Std.	Std.	H. Pkg.	Std.	Std.	
Rear Springs	Leaf		Coil		Coil		Leaf		Leaf	

* And, Rebel 6-Cyl. Wagons

** '67 American used Gemmer worm & roller type.

JAVELIN & AMX "QUICK-RATIO"

MANUAL STEERING (OPTIONAL RATIO)

Gear-Box Ratio. 16.0

Overall Ratio. 19.3

Wheel Turns. 4.0

COLOR & TRIM

1968 EXTERIOR CAR COLORS

For 1968, a total of 14 (was 15) exterior colors, all in LUSTRE-GARD ACRYLIC ENAMEL, offer long-lasting durability and beauty (triple-coated baked finish). Of these, 10 are all-new metallic colors, and 4 are non-metallic carry-overs (Black, White, Red and '67 1/2 Yellow).

Painted full-length paint stripes in black or white are optional (were standard) on all Rebel SST and Ambassador SST models. The Rebel SST uses one horizontal stripe and the Ambassador SST has two contoured stripes at the belt line. For the JAVELIN, two contoured paint stripes are standard, and are also located at the belt line. JAVELINS with the optional performance package use wide "rally" stripes in place of the thin contoured stripes. An over-the-top "racing" stripe is included in the optional performance package for the AMX.

14 BODY COLORS (all models, except noted) WHEEL STRIPE

*	P1	CLASSIC Black. . . carry-over	1	White
*	P72	FROST White. . . . carry-over	72	Black
	P39	MATADOR Red. . . carry-over	39	White
*	P43	SATURN Blue, Metallic (Light)	45	Black
	P44	CARAVELLE Blue, Metallic (Medium)	45	White
	P45	BLAZER Blue, Metallic (Dark)	45	White
	P46	LAUREL Green, Metallic (Light)	47	Black
*	P47	RALLY Green, Metallic (Dark)	47	White
	P48	TAHITI Turquoise, Metallic (Medium)	48	Black
*	P49	LAREDO Tan, Metallic (Light)	50	Black
●	P50	CALCUTTA Russet, Metallic (Dark)	50	White
	P52	SCARAB Gold, Metallic	52	Black
*	P54	TURBO Silver, Metallic	1	Black
	P58	HIALEAH Yellow. . . carry-over	58	Black

* American Basic models are limited to these 6 colors.

● Not available on any American model.

Note: Wheel color matches major body color on Canadian-built cars.

1968 TWO-TONE EXTERIOR COLORS
(plus Wood-Grain & Vinyl-Covered Roofs)

For 1968, the availability of optional two-tone exteriors is expanded on Ambassador, Rebel and American models (two-tones are not offered on Javelin or AMX). In addition to a good selection of color-coordinated two-tones, all colors (except Silver) are offered with White, and most colors (except Dark Blue, Dark Green, and Russet) are offered with Black.

Roof-top two-tones are used for Ambassador, Rebel and American Sedans and Hardtops, plus American Wagons. Ambassador and Rebel Wagons use the new side-panel two-tone theme (like '67 1/2 models). The appearance of two-tones for Rebel and Ambassador Hardtops is improved with a smoother blending C-pillar molding.

Rebel 770 and Ambassador DPL Wagons continue with optional simulated wood-grain side panels with all solid colors.

Black or Off-White vinyl-covered roofs are optional with all colors on the Rogue Hardtop and the new Javelins. For Rebel 770 and SST, plus Ambassador DPL and SST Hardtops and Sedans, a new Blue vinyl-covered roof is offered with certain colors, in addition to Black or Off-White vinyl for all colors.

For Rebel 550 and SST convertibles, vinyl-coated 2-ply fabric tops are offered in a choice of Black or Off-White with any exterior solid color.

1968 "REVERSIBLE" EXTERIOR TWO-TONES	COLOR CODE	WHEEL COLOR	STRIPE COLOR	Amer. Basic	440 & ROGUE	REBEL & AMB.
CLASSIC Black FROST White	1-72 (72-1)	1	WHITE (BLACK)	X	X	X
CLASSIC Black TURBO Silver, Metallic	1-54 (54-1)	1	WHITE (BLACK)	X	X	X
SATURN Blue, Metallic (Light) BLAZER Blue, Metallic (Dark)	43-45 (45-43)	45	BLACK (WHITE)		X	X
CARAVELLE Blue, Metallic (Med.) BLAZER Blue, Metallic (Dark)	44-45 (45-44)	45	WHITE		X	X
LAUREL Green, Metallic (Light) RALLY Green, Metallic (Dark)	46-47 (47-46)	47	BLACK (WHITE)		X	X
LAREDO Tan, Metallic (Light) CALCUTTA Russet, Metallic (Dark)	49-50 (50-49)	50	BLACK (WHITE)			X
TOTAL REVERSIBLE				4	10	12
(see next page). . . . TOTAL NON-REVERSIBLE				5	18	19
TOTAL OVERALL				9	28	31

1968 " NON-REVERSIBLE" EXTERIOR TWO-TONES	COLOR CODE	WHEEL COLOR	STRIPE COLOR	Amer, Basic	440 & ROGUE	REBEL & AMB.
MATADOR Red FROST White	39-72	39	WHITE		X	X
MATADOR Red CLASSIC Black	39-1	39	WHITE		X	X
SATURN Blue, Metallic (Light) FROST White	43-72	45	BLACK	X	X	X
SATURN Blue, Metallic (Light) CLASSIC Black	43-1	45	BLACK	X	X	X
CARAVELLE Blue, Metallic (Medium) FROST White	44-72	45	WHITE		X	X
CARAVELLE Blue, Metallic (Medium) CLASSIC Black	44-1	45	WHITE		X	X
BLAZER Blue, Metallic (Dark) FROST White	45-72	45	WHITE		X	X
LAUREL Green, Metallic (Light) FROST White	46-72	47	BLACK		X	X
LAUREL Green, Metallic (Light) CLASSIC Black	46-1	47	BLACK		X	X
RALLY Green, Metallic (Dark) FROST White	47-72	47	WHITE	X	X	X
TAHITI Turquoise, Metallic (Medium) FROST White	48-72	48	BLACK		X	X
TAHITI Turquoise, Metallic (Medium) CLASSIC Black	48-1	48	BLACK		X	X
LAREDO Tan, Metallic (Light) FROST White	49-72	50	BLACK	X	X	X
LAREDO Tan, Metallic (Light) CLASSIC Black	49-1	50	BLACK	X	X	X
CALCUTTA Russet, Metallic (Dark) FROST White	50-72	50	WHITE			X
SCARAB Gold, Metallic FROST White	52-72	52	BLACK		X	X
SCARAB Gold, Metallic CLASSIC Black	52-1	52	BLACK		X	X
HIALEAH Yellow FROST White	58-72	58	BLACK		X	X
HIALEAH Yellow CLASSIC Black	58-1	58	BLACK		X	X

(see previous page). . . TOTAL NON-REVERSIBLE

1968 SEAT UPHOLSTERY MATERIALS... Series as Noted

New materials, new patterns, new colors (See Chart for Standard & Optional Use)

AMERICAN BASIC SEAT FABRIC:

Pattern- - - - "SARATOGA"

Content - - - 40.1% Nylon, 59.9% Viscose

AMERICAN 440 & ROGUE SEAT FABRIC (also on Basic with Ind. Adj. Seats):

Pattern- - - - "REGIMENT"

Content - - - 40.0% Nylon, 33.9% Viscose, 26.1% Polyethylene

REBEL 550 SEAT FABRIC (except convertible):

Pattern- - - - "CALGARY"

Content - - - 48.3% Nylon, 50.0% Viscose, 1.7% Dacron

REBEL 770 SEAT FABRIC:

Pattern- - - - "PIMLICO" Plaid

Content - - - 45.5% Nylon, 49.3% Viscose, 2.6% Arnel, 2.6% Metallic

REBEL SST SEAT FABRIC (except convertible):

Pattern- - - - "PAISLEY"

Content - - - 46.3% Nylon, 53.7% Avril

AMBASSADOR BASIC SEAT FABRIC:

Pattern- - - - "BRISTOL"

Content - - - 53.9% Nylon, 35.0% Viscose, 11.1% Polyethylene

AMBASSADOR DPL SEAT FABRIC

Pattern- - - - "VERSAILLES"

Content - - - 50.6% Nylon, 40.3% Avril, 9.1% Viscose

AMBASSADOR SST SEAT FABRIC:

Pattern- - - - "TRIANON"

Content - - - 42.2% Nylon, 44.6% Viscose, 13.2% Metallic

JAVELIN SST BUCKET SEAT FABRIC:

Pattern- - - - "STRATA-STRIPE"

Content - - - 44% Nylon, 56% Viscose

ALL-VINYL UPHOLSTERY for . . .

Rebel & Ambassador Regular & Bucket Seats plus Convertible,

Javelin SST & AMX Bucket Seats:

"VENTILAIR" Breathable Vinyl (Knitted Vinyl, Nylon Reinforced)

ALL-VINYL UPHOLSTERY for STD. JAVELIN BUCKETS & AMERICAN (no buckets):

"TAHITI" Embossed-Vinyl Basket Weave Pattern with Fabric Backing

Note. . . Seat Bolsters and Headrests on all cars use

"ANTELOPE" Grain Vinyl with Fabric Backing

1968 TRIM vs. SEAT TYPE		NON-RECLINING		IND. ADJUSTABLE RECLINING		BUCKET NON-RECL. (IND. ADJ.)		BUCKET RECLINING (IND. ADJ.)	
SEAT AVAILABILITY		STD. AMERICAN		STD. R & A SST		STD. JAVELIN		STD. AMX & JAVELIN SST. OPT. R & A SST	
TRIM MATERIAL		FABRIC	VINYL	FABRIC	VINYL	VINYL		FABRIC	VINYL
AMERICAN	Basic	2-Dr. Sedan	1	1-Opt.	* 1	* 1-Opt.	VINYL for Americans & Standard Javelin is "TAHITI" (basket weave).		
		4-Dr. Sedan	1	1-Opt.	* 1	* 1-Opt.			
	440	4-Dr. Sedan	4	4-Opt.	4	4-Opt.	VINYL for all other models is new "VENTILAIR" (breathable).		
		4-Dr. Wagon		4		4			
REBEL	Rogue	Hardtop	4	4-Opt.	4	4-Opt.			
	550	4-Dr. Sedan	3	3-Opt.	3	3-Opt.			
		4-Dr. Wagon		3	3	3			
		Hardtop	3	3-Opt.	3	3-Opt.			
AMBASSADOR	770	4-Dr. Sedan	5	4-Opt.	5	4-Opt.			
		4-Dr. Wagon		4	5	4			
		Hardtop	5	4-Opt.	5	4-Opt.			
	SST	Hardtop			5	6-Opt.			
JAVELIN		Convertible			6				
	Basic	4-Dr. Sedan	3	3-Opt.	3	3-Opt.			
		Hardtop	3	3-Opt.	3	3-Opt.			
	DPL	4-Dr. Sedan	5	4-Opt.	5	4-Opt.			
AMX		4-Dr. Wagon		4	5	4			
		Hardtop	5	4-Opt.	5	4-Opt.			
	SST	4-Dr. Sedan			5	6-Opt.			
		Hardtop			5	6-Opt.			
JAVELIN		Sports Hardtop			1 Black, Std. 1 White, Black, Opt.		3	3	
AMX		Sports Coupe			23				

* American "basic" with optional individual seats use "440" trim style and material for front and rear seats.

1968 SEAT AVAILABILITY		NON-RECL. FULL BACK	IND. ADJUSTABLE RECLINING	BUCKET NON-RECL. (IND. ADJ.)	BUCKET RECLINING (IND. ADJ.)
AMERICAN	Basic	2-Dr. Sedan	Std.	Opt.	
		4-Dr. Sedan	Std.	Opt.	
	440	4-Dr. Sedan	Std.	Opt.	
		4-Dr. Wagon	Std.	Opt.	
	Rogue	Hardtop	Std.	Opt.	
	550	4-Dr. Sedan	Std.	Opt.	
REBEL		4-Dr. Wagon	Std.	Opt.	
		Hardtop	Std.	Opt.	
		Convertible	Std.	Opt.	
	770	4-Dr. Sedan	Std.	Opt.	
		4-Dr. Wagon	Std.	Opt.	
		Hardtop	Std.	Opt.	
AMBASSADOR	SST	Hardtop		Std.	Opt. (1)
		Convertible		Std.	Opt. (1)
	Basic	4-Dr. Sedan	Std.	Opt.	
		Hardtop	Std.	Opt.	
	DPL	4-Dr. Sedan	Std.	Opt.	
		4-Dr. Wagon	Std.	Opt.	
JAVELIN		Hardtop	Std.	Opt.	
	SST	4-Dr. Sedan		Std.	
		Hardtop		Std.	Opt. (1)
	JAVELIN	Sports Hardtop		Std.	
JAVELIN SST Sports Hardtop & AMX Sports Coupe					Std.

(1) Optional console (instead of center cushion) with Shift-Command V-8 transmission.
Center cushion or optional console use fold-down armrest.

1968 OPTIONAL EQUIPMENT CHANGES

Numerous changes and deletions for options become effective with 1968 cars. These include engine/transmission and seat/trim combinations covered elsewhere. Some changes are listed here (see other pages for major subjects):

Power Side Windows limited to Rebel SST, Ambassador DPL & SST models.

Power Tailgate Window cancelled on American.

Auto-Lock Seat Belts cancelled (see "Safety" page for more belt changes).

Foam Rear Seat Cushion (option or standard) cancelled with exception of remaining standard on Amb. SST hardtop with optional bucket seats.

Foam Front Seat Cushion continues standard on all.

Headrests optional in pairs only.

Appearance Groups "A" and "B" cancelled ("C" retained, see separate list).

Tachometer option on top-of-panel for American, Rebel & Amb. V-8's.

New safety shroud and break-away mount. New 0-8000 RPM dial (was 0-6000). New in-the-panel tachometer option for Javelin, std. on AMX.

New "Rally-Pak" Dealer Accessory Kit for Javelin and AMX (V-8, less A. C.); Tachometer (std. on AMX), Engine Gauge (oil pressure & ammeter) & Clock.

Revised Visibility Group;

Clock (std. on Amb. SST, not for American or tach-equipped Javelin & AMX), Remote-Control Left-Side Mirror, Visor Vanity Mirror (NA convertible), Electric Windshield Washers and Electric Windshield Wipers. These items are not offered as separate options, except Electric Wipers are a separate option for Americans only (100% on American V-8).

Revised Light Group (standard on Ambassador SST models);

"Lights-On" Warning Buzzer (new, unique feature), Trunk or Cargo Light, Two Courtesy Lights (std. on AMX), Glove Box Light, Ash Tray Light (Rebel and Ambassador only), Parking Brake Warning Light, Front-Door Dome Light Switches for American Basic and Rebel 550, Rear-Door Dome Light Switches for 770 and DPL.

3-rd-Seat Wagon Option continues on 770 & DPL (880 Wagon Cancelled).

Reclining Seats (split-back, full bench) cancelled on American...

Individually-Adjustable Reclining Seats continue optional.

Bucket Seats cancelled on all Americans, 770's and DPL's (was 990).

1968 OPTIONAL EQUIPMENT CHANGES (cont.)

Manual Radio cancelled on American (Push-Button radio continues).

Vibra-Tone Sound System cancelled (rear speaker again opt. on Reb. & Amb.).

Javelin & AMX: AM Push-Button Radio  no rear speaker option.

AM/FM Push-Button Radio

AM Manual Radio with Stereo Tape Player & 2 rear speakers.

Cruise-Command cancelled on 6-cylinder, retained for V-8 Rebel & Ambassador.

Revised steering wheel options:

Basic Wheel Std. on American Basic and Rebel 550.

Custom Wheel Std. on 440, Rogue, 770, SST, all Ambassadors, & Javelin.

Custom Wheel Opt. on American Basic and Rebel 550.

Sports Wheel Std. on Javelin SST & AMX.

Sports Wheel Opt. on 440, Rogue, 770, SST, all Ambassadors.

Adjust-O-Tilt Steering Wheel optional on Javelin and AMX (also on Rebel & Amb.).

15" Tires become a "Fleet-Sales" option (was regular option).

"Handling Packages" replace H. D. options (see page 49; std. on AMX).

H. D. Radiator not offered separately (in H. D. Cooling System).

H. D. Cooling System (std. A. C.): H. D. Radiator, Power-Flex Fan, Fan Shroud.

70-Amp Battery and 40-Amp Alternator combined option on cars less A. C.

70-Amp Battery remains separate option on all cars (40-Amp Alt. std. with A. C.).

Rear Bumper Guards for Javelin and AMX; current offering of front-and-rear (or front only for wagon) guards on all other models continues.

Hood Insulation and Undercoating becomes "insulation package"

(hood insulation is standard only on Rebel SST, Ambassador SST and AMX on which undercoating is a separate option).

Solex Glass option continues for all models (windshield only or all windows).

"Sunshade" feature for windshield only ("Sunshade" feature no longer used for rear window of Rebel and Ambassador sedans and hardtops).

Roof-Top Travel Rack optional on 440 wagon, was standard (no 220 wagon).

All-Season Air Conditioning, new standard feature for all Ambassador models (delete option allowed). Continues optional on all other series. Improved cold-air output with larger-displacement compressor. . . early running change on V-8's, soon to be released for sixes.

1968 OPTIONAL EQUIPMENT CHANGES (cont.)

(*) New Performance "Go" Package Option for Javelin contains:

280 HP 343 CID V-8 Engine or 315 HP AMX 390 CID V-8 Engine

Dual Exhaust System (Std. with AMX 390 Engine)

Power Disc Brakes

E70-I4 Red-Line Wide Profile Tires

Handling Package (see page 49)

"Rally" Stripes on side (in place of thin accent stripes)

(*) New Performance "Go" Package Option for AMX contains:

280 HP 343 CID V-8 or 315 HP AMX 390 CID V-8 (Dual Exhaust, Std.)

Power Disc Brakes

E70-I4 Red-Line Wide Profile Tires (black wide-profile standard)

Higher-Rate HD Front and Rear Springs in place of mid-rate HD springs

Specially-Calibrated HD 1-3/16" Shocks, F & R, in place of specially-calibrated 1" shocks

Twin-Grip Differential

Heavy-Duty Engine Cooling System

"Racing" Stripe, over-the-top design

New "Quick-Ratio" Manual Steering option for Javelin and AMX (normal-ratio manual continues on Rebel, Ambassador and American).

New "Quick-Ratio" Power Steering option for Javelin and AMX (normal-ratio power continues on Rebel, Ambassador and American).

(*) New "Rear Traction Bars" are standard for AMX and will be available as a dealer-installed hi-performance kit for Javelin and American. These bars are beneficial in preventing rear axle "power-hop" under maximum-power acceleration conditions.

(*) New Dual Exhaust System is standard for AMX. Dual Exhaust System is also standard with the 390 V-8 engine. Duals continue optional on all 4-barrel 290 and 343 V-8 engines for Javelins (also included in optional "go" packages) and on Rebel and Ambassador "343" V-8's (wagons not included). Duals are not available on Americans.

Revised Offering of Heavy-Duty Clutch for 3-speed Manual Transmission.

H. D. Clutch becomes standard on 232 Six for American and Javelin.

H. D. Clutch becomes optional on 232 Six for Rebel and Ambassador.

H. D. Clutch continues optional on 199 Six for American.

H. D. Clutch continues optional on 290 V-8 (200 HP) for American, Rebel, Ambassador & Javelin (but for '68, the semi-centrifugal 10" dia. 4-speed clutch is the H. D. option for 3-speed manual transmission).

1968 APPEARANCE GROUPS

For 1968, the present Appearance Groups "A" and "B" are cancelled, but Turbo-Cast and Wire-Wheel covers (less spinners for safety reasons) continue as separate options. However, Appearance Group "C" (with Wheel Discs) is retained. The following items constitute the Appearance Group option (less "C" designation) for the models listed:

For Rambler American, All Models:

Rocker Panel Molding (same as '67)

Wheel Discs (same as '67 Rebel)

Note: Wheel Discs are also a separate option for all Americans.

For Rebel 550 & 770 Models (was only 550):

Wheel Opening Moldings (same as '68 SST)

Wheel Discs (new "turbo-disc" design)

Note: Wheel Discs are also a separate option for 550 & 770 (std. on SST).

Side paint stripe is optional on SST (was standard).

For Ambassador Basic Models:

Appearance Group is not required since base Ambassador (was 880) now has a standard side molding to enhance appearance.

Note: Wheel Discs (new "slotted-disc" design) are a separate option for base car (std. on DPL & SST). Side paint stripe is optional on SST (was standard).

For AMX:

Appearance Group is not required, since all of the appearance items are standard.

Note: "Racing" stripe over center of car is part of optional "go" package.

For JAVELIN:

Appearance Group option is not required, since all of the appearance items are standard on the JAVELIN SST.

Side paint stripes are standard on all Javelins. "Rally" stripe on side is part of optional "go" package (in place of side stripe).

Note: Wheel Discs are also a separate option for std. Javelin.

"HANDLING PACKAGE" OPTIONS. . . Series as Noted

All suspension options will be called "Handling Packages". The previous separate option of heavy-duty shock absorbers is no longer offered (included in "Handling Package").

AMERICAN-6 "HANDLING PACKAGE" option consists of:

Front Sway Bar
Heavy-Duty Springs and Shock Absorbers

AMERICAN-V-8 "HANDLING PACKAGE" option consists of:

Larger-Diameter Front Sway Bar (normal-size bar is std.)
Heavy-Duty Springs and Shock Absorbers
5 1/2" Rim-Width Wheels

REBEL-6 (except wagon) "HANDLING PACKAGE" option consists of:

Front Sway Bar
Heavy-Duty Springs and Shock Absorbers

REBEL-6 WAGON, REBEL V-8, AMBASSADOR 6 & V-8

"HANDLING PACKAGE" option consists of:

Heavy-Duty Springs and Shock Absorbers
(Front Sway Bar is standard)

JAVELIN-6 "HANDLING PACKAGE" option consists of:

Front Sway Bar
Heavy-Duty Springs and Shock Absorbers

JAVELIN V-8 "HANDLING PACKAGE" option (AMX Std. / Opt. on page 47):

JAVELIN V-8 "HANDLING PACKAGE" option:

Larger-Diameter Front Sway Bar (normal-size bar is standard)
Heavy-Duty Springs and Shock Absorbers

NOTE: New "Rear Traction Bars" are standard on AMX and will be available as a dealer-installed hi-performance kit for Javelin and American. These bars are beneficial in preventing rear axle "power-hop" under maximum-power acceleration conditions.

Specially-Calibrated 1-3/16" Front and Rear Shock Absorbers (in place of specially-calibrated 1" shocks).

itions.

HISTORY OF PRODUCT CHANGES

1958: Classic & Ambassador are all-new cars.
100" Wheelbase American 2-Door Sedan introduced.
"327" V-8 for Ambassador ('57 1/2 Rebel & Ambassador).
"250" V-8 for Classic ('66 1/2 Intro.).
Deep-Dip Rustproofing.
Borg-Warner "Flash-O-Matic" automatic replaces Hydra-Matic ('57 1/2).
Twin-Grip Differential optional for V-8's

1959: Minor styling changes for Classic & Ambassador.
2-Door Wagon added to American line.
Individually-Adjustable Seats (optional).
Headrests (optional).
Air-Coil Ride Suspension, Classic & Ambassador (optional, '59 1/2).

1960: Major styling changes for Classic & Ambassador.
4-Door Sedan added to American line.
American "Custom" model added with OHV Engine ('60 1/2).
Side-Hinged Tailgate, Classic & Ambassador 3-seat wagon.
3-rd. Seat Option, Classic & Ambassador.
Bonded Brake Linings.
Twin-Grip Differential optional for 6's (was V-8 only).

1961: Minor styling changes for Classic & Ambassador.
American gets all-new styling on outer-skin.
Convertible & 4-Door Wagon added to American line.
"Custom 400" models for Classic, Ambassador, American ('61 1/2).
Wide Bucket Seats for "Custom 400" models ('61 1/2).
Ceramic-Armored Exhaust System.
Molded Ceilings, Classic & Ambassador.
Lock-O-Matic Door Locks, Classic & Ambassador (optional).

Product History (cont.)

1962: Major styling changes for Classic & Ambassador (both 108 wheelbase).

2-Door Sedan added to Classic & Ambassador.

Minor styling changes for American.

Front Suspension for Classic & Ambassador.

32,000 (or 3-year) Chassis Lubrication on Classic & Ambassador.

Double-Safety Brake System on all models.

Self-Adjusting Brakes on all models.

Galvanized Steel Rocker Panels.

Dowgard coolant (100% option).

Powr-Guard "24", a better battery on all models.

"Lounge-Tilt" Reclining Seats (optional).

All-Transistor Radios (optional).

Flash-O-Matic (new, improved model for 6's).

E-Stick Transmission (new option for American).

Engine Oil Filter made standard on 6's.

Front Seat Belt Attaching Plates.

cont.

Product History (cont.)

1963: "24-24" New Car Warranty.

All-new car and styling on longer wheelbase (108 to 112) for Classic & Amb.
Minor styling changes for American.

All-new hardtop for American.

Laminated "Foam-n-Fiber" Ceiling for American hardtop.

All-new model identification (220 up to 990).

Curved Side Glass for Classic & Ambassador.

287 Cu. In. V-8 for '63 1/2 Classic.

One-Piece Uniside for Classic & Ambassador.

Slim Bucket Seats & Console (optional).

3-Point Engine Mounting (Tri-Poised) for Classic & Ambassador.

Twin-Stick Floor Shift (optional).

E-Stick Trans., new option for Classic (was American only).

Lever control for auto. trans. replaces push-buttons on Classic & Amb.

Alternator made standard on V-8's (& A. C. 6's).

"Intercell" Battery (1st. on opt. 70-amp battery).

"Sunshade" Solex Glass (optional).

Electric Windshield Wipers (optional).

Electric Tailgate Window (optional).

Hidden Compartment for Classic & Ambassador wagons.

Parallel-Action Windshield Wipers (Classic & Amb.)

Central Fuse Panel & Printed Inst. Panel Circuits.

"Group" Options.

More cargo room for Classic-Ambassador wagons.

More trunk room for Classic-Ambassador sedans.

Push-Button Door Handles for Classic & Ambassador.

Improved Air Conditioning (optional).

Power-Pack Engine (2-barrel), option for American.

Product History (cont.)

1964: All-new car and styling on longer wheelbase (100 to 106) for American.
6-Passenger Room for American (drop 2-dr. wagon).
Curved Side Glass for American.
All-new hardtop for Classic & Ambassador.
All-new "Torque-Command 6" introduced in '64 1/2 on new Classic "Typhoon" Hardtop.
Shift-Command Transmission (option for V-8's).
More trunk room for Americans.
More cargo room for American Wagons.
Roll-Down Window for American Wagon.
One-Piece Uniside for American (was Cl. & Amb. only).
Wax-Coating for car protection during shipment.
Acrylic Enamel introduced in four colors.
Front Suspension for American.
32,000 (or 3-year) Chassis Lubrication for American (was Cl. & Amb. only).
Parallel-Action Windshield Wipers for American (was Cl. & Amb. only).
"Intercell" Battery for all models (was on opt. 70 amp only).
Power Steering System (optional).
Fold-Down Armrest for rear seat of 990-H.
Blue-Green Inst. Panel Lights for Classic & Ambassador.
Cast-Iron '6 made standard on Classic (alum-'6 cancelled).
Engine Colors plus Decals.
"LifeGuard" replaces "Captive-Air" on 3-seat wagons.
Alternator made standard on Classic 6 (was V-8 only & A. C.).
AM/FM Radio for Classic & Ambassador (optional).
'Vibra-Tone" Sound System for Classic & Ambassador (optional).
5-Button Master Control for electric windows, Cl. & Amb. (optional).
Adjust-O-Tilt Steering Wheel for Classic & Amb. (optional).
Front Seat Belts, Std. Jan. 1, 1954 (Retractable Belts opt.)
4 Convertible Top Colors for American (was only 2).
Anti-Glare Instrument Panel.
Push-Button Door Handles for American (was Cl. & Amb. only).

Product History (cont.)

1965: All-new Classic with new styling & longer length (190 to 195).
All-new Ambassador with new styling, longer wheelbase (112 to 116) & longer length (190 to 200). Distinctive look over Classic.
All-new Convertible added to Classic & Ambassador.
All-new Marlin fastback introduced as '65 1/2 model.
Torque-Command 6 standard on all Classics & Ambassadors.
Torque-Command 6 (232) optional on American.
Power-Disc Brakes (optional, except American), (standard on Marlin).
Shift-Command for 6's (was V-8 only, optional).
Vinyl-Covered Roof for all hardtops as '65 1/2 option.
Wire-Wheel Covers (optional).
Oil Cooler for Auto. Trans. on 6-Cyl. (optional, std. V-8) ('65 1/2).
"Lustre-Gard" Acrylic Enamel for all colors (was 4 colors only).
Swing-Pivoting front-seat back on 2-door models, less recliners.
7-Position Reclining Seat (optional, std. on "H").
Blue-Green Inst. Panel Lights for American (was Cl. & Amb. only).
Alternator made standard on American (was Cl. & Amb. only).
Higher-Quality Engine Oil for factory fill.
Extruded Aluminum Grilles for all models.
Ball-Bearing Ashtrays for all models (intro. on '64 American).
Claw-Action Door Locks for Classic, Amb. & Marlin.
1,000-Mile Inspection Eliminated, initial oil change now 4,000 miles.
Bumper Guards with rubber pads (optional).
Improved Heat & A. C. controls for Cl., Amb. & Marlin.
New \$42-million plant in full operation building new Torque-Command 6's ('64 1/2 intro.) & rear axles.
Heater made standard equipment.

cont.

Product History (cont.)

1966: All-new styling with longer length (177 to 181) for American.
All-new hardtop roof styling for Classic & Ambassador.
All-new wagon roof & tailgate for Classic & Ambassador (& longer length).
Rogue, Rebel and DPL for top-line hardtops.
Torque-Command "199" standard on all Americans.
Torque-Command "232" standard on all Classics.
Flexible-Glass Rear Window for Classic & Amb. convertible.
Power-Top made standard on American.
Cruise-Command auto. speed control (optional, except American).
Tachometer (optional).
Turbo-Cast Wheel Covers (optional).
4-Speed Transmission for V-8's (optional), console shift.
(Twin-Stick cancelled).
Improved front seat headroom.
"Safety Package" made standard.
"Custom Trim Package," opt. for Rebel & DPL.
"Air-Guard" System for Calif. cars (optional).
Self-Adjusting Clutch for 6's (except American).
"Handling Package," opt. for American & Classic 6.
Larger tires for Classic-6 wagons.
Micro-Poise Wheel Balancing.
Improved heat controls for American.
4-Way Hazard Warning Signals (optional).
Auto-Lock Retractable Seat Belts for hardtop (opt., except American).
Lower-priced Marlin with major equipment changes.
Improved pricing structure with elimination of 330 and 660 models.
Vinyl-Covered Roof opt. for Marlin (was hardtops only).

1966 1/2: All-new TYPHOON 290 V-8 engine introduced for Rambler American.
4-Speed Floor Shift for American V-8.
"Handling Package", opt. for American V-8.
Non-glare wiper arms and blades for all series.

Product History (cont.)

1967: All-new product for Rambler Rebel (was called Rambler "Classic"). . .
Wheelbase increased from 112" to 114", length from 195" to 197" (198" wagons).
All-new product for Ambassador. . .
Wheelbase increased from 116" to 118", length from 200" to 202.5" (203" wag.).
All-new product for Marlin. . .
Wheelbase increased from 112" to 118", length from 195" to 201.5".
Hardtop-styled 2-Door Sports Sedan for Rebel and Ambassador.
Rebel and Ambassador convertibles have 6-passenger room, fast roof line.
More interior room for passengers and cargo in Rebel, Ambassador & Marlin.
Safety-styled instrument panel for Rebel, Ambassador & Marlin.
Rambler American basically same with minor refinements.
Multiple-dial instrument cluster for American.
4-link rear suspension for Rebel, Ambassador & Marlin.
343 CID V-8 for all models.
Front-door locking buttons, pull-grip inside door handles, 2-position door stops for Rebel, Ambassador & Marlin.
Rebel & Ambassador 3-seat wagons have spare tire.
High-back bucket seats available for top-line models.
8-Track Stereo Tape Player Option (except American).
Cross-ribbed brake drums for Rebel-6 (10" for Rebel-6 wagons).
Transmission improvements.
Wide-Profile, Red-Line, Hi-Performance Tires, V-8 option (except wagons).
Simulated wood-grain "sports" steering wheel option.
All-Season engine coolant standard (was optional).
5-Year/50,000-Mile Warranty.
Numerous safety features added for all cars:
Warning Light for Double-Safety Brake System
Retractable Front Seat Belts, Rear Seat Belts... Shoulder Belt Anchors
4-Way Hazard Warning Signals... Lane-Changer Turn Signals
Energy-Absorbing Safety Steering Column... 3-Spoke 16" Wheel
Double-Pivot, Day/Nite Inside Mirror... Tread-Wear Indicator for Tires

1967 1/2: Dual exhaust system option for 343 V-8's (Rebel, Ambassador & Marlin).
Vinyl-edged inside mirror for greater safety.
Hialeah Yellow replaces Apollo Yellow... Polo Green replaces Granada Green.
Side-panel two-tones for Rebel 770 and Ambassador 990 wagons.
Limited-Edition "Westerner, Mariner and Briarcliff" Rebel Wagons.
Hi-Performance Kits available through dealers.

AMA Specifications—Passenger Car

The information contained herein is prepared, distributed by, and is solely the responsibility of the automobile manufacturing company to whose products it relates. Questions concerning these specifications should be directed to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

MANUFACTURER AMERICAN MOTORS CORPORATION	CAR NAME •Rebel •Ambassador	•Javelin •Rambler American
MAILING ADDRESS 14250 Plymouth Rd., Detroit, Michigan 48232	MODEL YEAR 1968	ISSUED: SEPT. 26, 1967 REVISED (•)

NOTES: C. Chakmakian, Manager - Performance Activities, Phone 493-2677 (AC 313)

1. The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:

- a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
- b. Nominal design dimensions are used throughout these specifications.

"TORQUE-COMMAND" is the identifying name for 6-cylinder engines.

"TYPHOON" is the identifying name for V-8 engines.

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Car & Body Dimensions	1,2	Drive Units	14	Suspensions	21
Engine - Mechanical	4	Brakes.....	18, 19	Weights	24
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BODY - TYPES AND STYLE NAMES -		Body type, number of passenger & style names; use manufacturer's code for series & body style.				
6 OR V-8 MODELS EXCEPT NOTED		2-DOOR SEDAN	4-DOOR SEDAN	4-DOOR WAGON	2-DOOR HARDTOP	2-DOOR CONVERTIBLE
<u>6801: RAMBLER AMERICAN</u>						
BASE	6806	6805	---	---	---	---
440	---	6805-5	6808-5	---	---	---
ROGUE	---	---	---	---	6809-7	---
<u>6810: REBEL</u>						
550	---	6815	6818 *	6819	6817	---
770	---	6815-5	6818-5*	6819-5	---	---
SST (V-8 only)	---	---	---	6819-7	6817-7	---
<u>6870: JAVELIN</u>						
BASE	---	---	---	6879-5	---	---
SST	---	---	---	6879-7	---	---
<u>6880: AMBASSADOR</u>						
BASE	---	6885-2	---	6889-2	---	---
DPL	---	6885-5	6888-5*	6889-5	---	---
SST (V-8 only)	---	6885-7	---	6889-7	---	---

All Rambler American Models have 6-Passenger Room.

All Javelin Models have 4-Passenger Room.

All Rebel & Ambassador Models have 6-Passenger Room Except:

8-Pass. for Rebel 770 & Ambassador DPL 3-Seat Wagon Option.

5-Pass. for Rebel SST & Ambassador SST with Optional Bucket Seats & Console.

Reclining Bucket Seats with Fold-Down Armrest & Center Cushion (or Console) optional on Rebel SST Hardtop & Convertible & on Ambassador SST Hardtop.

Bucket Seats Standard on Javelin, Reclining Buckets Standard on Javelin SST (Console Opt.)

Individually-Adjustable Reclining Seats Standard on Rebel SST & Ambassador SST Models (optional on all other models, N.A. on Javelin).

* Lower-Hinged or Side-Hinged Tailgate are no-cost options on all 2-seat Rebel & Ambassador "Cross Country" Wagons (Electric Window, extra cost).

Side-Hinged Tailgate & Electric Window are included as part of the 3rd.-seat extra-cost option on Rebel 770 & Ambassador DPL "Cross Country" Wagons.

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only and are shown with vehicle load of two passengers in front and three in rear, except where otherwise noted.

MODEL	SAE Ref. No.	RAMBLER AMERICAN 6801	REBEL 6810	AMBASSADOR 6880	JAVELIN 6870
WIDTH		6 V-8	6 V-8	6 V-8	6 V-8
Track - Front	W101	56.00	56.40	58.20	58.58
Track - Rear	W102	55.00	55.27	58.50	58.50
Maximum overall car width	W103	70.84	77.24	77.24	71.89
Body width at No. 2 pillar	W117	67.50	75.46	75.46	69.71
LENGTH					
Body "O" to front of dash	L 30	1.50	1.50	1.50	1.50
Wheelbase	L101	106.00	114.00	118.00	109.00
Overall car length	L103	181.00	197.00(198Wag)	202.50(203Wag)	189.22
Overhang - front	L104	31.70	31.90	32.90	39.70
Overhang - rear	L105	43.30	51.10(52.1Wag)	51.60(52.1Wag)	40.52
Body upper structure length	L123	97.81(130.48Wag)	104.70(143.16Wag)	103.74(143.16Wag)	102.03
Body "O" line to $\frac{1}{4}$ of rear wheel	L127	95.00	100.00	100.00	95.00
Body "O" line to w/s cowl point	L130	6.72	7.50	7.26	7.59
HEIGHT	Sedan	H101	54.24	54.61	54.69
	Hardtop/Conv.	H101	53.36	53.49/54.79	53.57
Overall height Wagon	H101	55.24	55.06	55.41	51.81
Cowl height	H114	36.38	37.55	37.53	36.65
Deck height	H138	---	---	---	---
Rocker panel - front	To ground	H112	8.00	8.04	8.04
	From front wheel $\frac{1}{4}$		---	---	---
Rocker panel - rear	To ground	H111	8.11	6.47	6.43
	From rear wheel $\frac{1}{4}$		---	---	---
Windshield slope angle	H122	48°19'	51°20'	51°20'	59°7'
GROUND CLEARANCE					
Bumper to ground - front	H102	13.34	12.39	12.55	13.27
Bumper to ground - rear	H104	12.16	9.93	9.66	16.00
Angle of approach	H106	27°23'	27°18'	26°28'	24°45'
Angle of departure	H107	17°26'	12°38'	11°55'	23°48'
Ramp breakover angle	H147	17°7'	14°14'	13°55'	16°55'
Min. running clearance (Specify)	H156	5.95(Oil Pan)	5.92(Oil Pan)	6.00(Oil Pan)	5.51(Exhaust)

See Page 26A, 26B and 26C for complete dimensions on all body styles.

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

MODEL	SAE Ref. No.	RAMBLER AMERICAN			REBEL & AMBASSADOR				Rebel	JAVELIN		
FRONT COMPARTMENT		2&4-Dr. Sedan	4-Door Wagon	2-Door Hardtop	4-Door Sedan	4-Door Wagon	2-Door Hardtop	2-Door Conv.	2-Door Hardtop			
Effective head room	H61	39.00	39.30	38.20		39.80		38.70	39.35	37.50		
Max. eff. leg room - accelerator	L34		42.00			42.60				43.30		
H Point to Heel point	H30		9.64			9.64				7.78		
H Point travel	L17		4.93			4.93				4.93		
Shoulder room	W 3		54.84			60.00				55.00		
Hip room	W 5		57.40			60.30				57.60		
Upper body opening to ground	H50	49.13	50.02	48.62	49.05	50.10	49.60	49.70		47.43		
REAR COMPARTMENT		W5@Armrest			53.10				56.00			
H Point couple distance	L50	31.08			34.55		31.47		27.75			
Effective head room	H63	36.60	37.00	36.50	37.75	38.60	36.50	37.65	36.00			
Min. effective leg room	L51	35.00	35.50	35.00	38.60		35.50		31.50			
H Point to Heel point	H31	11.04			10.82		10.10		10.25			
Min. knee room	L48	2.86			6.26		3.80		1.25			
Rear Compartment room	L 3	24.82		24.76	29.60		26.26		24.20			
Shoulder room	W 4	54.82		54.20	60.00		59.00		53.20			
Hip room	W 6	57.12		56.38	60.40		59.50	51.24	56.38			
Upper body opening to ground	H51	48.72	49.68	---	48.31	49.59	---	---	---	---		
LUGGAGE COMPARTMENT		W6@Armrest			54.12	53.13	56.10	56.50	51.24	56.38		
Not Wagons												
Usable luggage capacity	V 1	12.00	---	12.00	18.20	---	18.20	15.80	10.20			
Liftover height	H195	28.11	---	28.09	23.62	---	23.70		28.11			
Position of spare tire storage		Flat, Right, Rear			Tilted, Center, Front (1)				(2)			
Method of holding lid open	Counterbalanced			Torsion Bar				Flat Wound Spring				
STATION WAGON - THIRD SEAT												
Shoulder Room	W85	---			59.25				---	---		
Hip room	W86	---			38.12				---	---		
Effective leg room	L86	---			30.75				---	---		
Effective head room	H86	---			36.00				---	---		
Seat facing direction		---			REAR				---	---		
STATION WAGON - CARGO SPACE												
Cargo length at floor - front seat	L202	76.78			92.63				---	---		
Cargo length at belt - front seat	L204	70.00			82.73				---	---		
Cargo width - wheelbase	W201	41.80			45.08				---	---		
Opening width at belt	W204	50.00			52.24				---	---		
Maximum cargo height	H201	29.69			31.72				---	---		
Rear opening height	H202	26.20			27.84				---	---		
Cargo volume index (cu. ft.) W4 x L204 x H201 1728	V2	66.00			91.12				---	---		

(1) Rebel Convertible: Flat, Right, Rear.

(2) Javelin: Tilted, Right, Front.

See Page 26A, 26B and 26C for complete dimensions on all body styles.

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

POWER TEAMS

(Indicate whether standard or optional)

ENGINES	"199" Six	"232" Sixes		"290" V-8s		"343" V-8s	
Standard Engine On:	American except Rogue	Rogue and all others except Rebel SST and Ambassador SST	—	Rebel SST and Ambassador SST	—	—	—
Optional Engine On:	—	American except Rogue	Rebel and Ambassador except SST	All except Rebel SST and Ambassador SST	American and Javelin	Rebel and Ambassador	Javelin, Rebel and Ambassador
Horsepower @ RPM	128 @ 4400	145 @ 4300	155 @ 4400	200 @ 4600	225 @ 4700	235 @ 4400	280 @ 4800
Torque @ RPM	182 @ 1600	215 @ 1600	222 @ 1600	285 @ 2800	300 @ 3200	345 @ 2600	365 @ 3000
Carburetor	1-Barrel	1-Barrel	2-Barrel	2-Barrel	4-Barrel	2-Barrel	4-Barrel
Compression Ratio/Fuel	8.5:1/Regular	8.5:1/Regular	8.5:1/Regular	9.0:1/Regular	10.0:1/Premium	9.0:1/Regular	10.2:1/Premium
Displacement, Cu. In.	199	232	232	290	290	343	343
Bore and Stroke	3.75"x3.00"	3.75"x3.50"	3.75"x3.50"	3.75"x3.28"	3.75"x3.28"	4.08"x3.28"	4.08"x3.28"

	RAMBLER AMERICAN				REBEL & AMBASSADOR				JAVELIN			
	"199" Six (1-Barrel)	"232" Six	"290" V-8s	"232" Sixes	"290" V-8	"343" V-8s	"232" Sixes	"290" V-8s	"343" V-8s	"232" Sixes	"290" V-8s	"343" V-8s
TRANSMISSIONS AND AXLE RATIOS (optional ratios at no cost)	Sedans less A.C.	Wagons and Sedans with A.C.	1-Barrel	2-Barrel	4-Barrel	1-Barrel	2-Barrel	2-Barrel	4-Barrel	1-Barrel	2-Barrel	4-Barrel
3-Speed Manual, Column (std.)	3.08:1 (3.31)	3.08:1 (3.31)	3.08:1 (3.31)	3.15:1	—	3.15:1	3.15:1	3.15:1 (3.54)	—	3.08:1 (3.31)	3.15:1	—
Overdrive, Column (opt.)	3.31:1 (3.08)	3.31:1 (3.08)	—	—	—	3.54:1	—	3.54:1	—	—	—	—
Shift-Command, Column (opt.)	2.73:1 (3.08 and 3.31)	3.08:1 (2.73 and 3.31)	3.08:1 (2.73 and 3.31)*	3.15:1 (2.87)	—	3.15:1	3.15:1	3.15:1 (2.87)	2.87:1 (3.15)	2.87:1 (2.73 and 3.31)	3.15:1 (2.87)	2.87:1 (3.15)
Shift-Command, Console (opt.)	—	—	—	—	—	—	—	3.15:1 (2.87)	2.87:1 (3.15)	—	3.15:1 (2.87)	—
4-Speed, Floor (opt.)	—	—	—	3.15:1 (3.54)**	3.15:1 (3.54)**	—	—	3.15:1 (3.54)**	3.15:1 (3.54)**	—	3.15:1 (3.54)**	3.15:1 (3.54)**

*Rogue "232" Hardtop; 2.37:1 std. (2.73 and 3.08 opt.) **4.44:1 Dealer Kit at extra cost.

AMA Specifications—Passenger Car

MAKE OF CAR	AMERICAN MOTORS	MODEL YEAR	1968	DATE ISSUED	9-26-67	REVISED (•)
MODEL	Availability On Page 3	199 CID SIX 1-B. Carb.	232 CID SIX 1 & 2-B. Carb.	290 CID V-8 2 & 4-B. Carb.	343 CID V-8 2 & 4-B. Carb.	

ENGINE—GENERAL

Type, no. cyls., valve arr.		In-Line 6 OHV		90° V-8 OHV	
Bore and stroke (nominal)		3.75 x 3.00	3.75 x 3.50	3.75 x 3.28	4.08 x 3.28
Piston displacement, cu. in.		199	232	290	343
Bore spacing (E to E)			4.38		4.75
No. system (front to rear)	L. Bank R. Bank	1-2-3-4-5-6 - -		1-3-5-7 2-4-6-8	
Firing order		1-5-3-6-2-4		1-8-4-3-6-5-7-2	
Compres. ratio (nominal)		8.5		9.0(10.0 4-B.)	9.0(10.2 4-B.)
Cylinder Head Material		Cast Iron			
Cylinder Block Material		Cast Iron			
Cyl. Sleeve—Wet,dry,none		None			
Number of mtg. points	Front Rear	Two One			
Engine installation angle		Vertical			
Taxable horsepower	Dia ² x No. Cyl. 2.5	33.75		45.00	53.27
Publishing max. bhp* @ eng. RPM	128 @4400	1-B., 145 @4300 2-B., 155 @4400	2-B., 200 @4600 4-B., 225 @4700	2-B., 235 @4400 4-B., 280 @4800	
Publishing max. torque * (lb. ft. @ RPM)	182 @1600	1-B., 215 @1600 2-B., 222 @1600	2-B., 285 @2800 4-B., 300 @3200	2-B., 345 @2600 4-B., 365 @3000	
Recommended fuel regular — premium		Regular		2-B., Regular 4-B., Premium	2-B., Regular 4-B., Premium

ENGINE—PISTONS

Material		Aluminum Alloy with Steel Insert			
Description and finish		"Conformatic" Concave-Top, Solid Skirt Tin Plate, Steel-Ring Insert		"Conformatic" Flat-Top, w/Valve Pockets+Relief, Solid Skirt Tin Plate, Steel-Ring Insert (1)	
Weight (piston only) oz.		18.10	17.53	18.80	21.27
Clearance (limits)	Top land Skirt	.0280 - .0320 .0009 - .0025 .0009 - .0015		.0280 - .0320 .0009 - .0025 .0009 - .0015	
Ring groove depth	No. 1 ring No. 2 ring No. 3 ring No. 4 ring	.1930 - .1970 .1930 - .1970 .1923 - .1943		.1930 - .1970 .1930 - .1970 .1900 - .1905	
			None		

* Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

(1) For all 343 CID & 4-B. 290 CID:

"Autothermic," Flat-Top with Valve Pockets,
Slipper Skirt, Tin Plate, Steel-Strut Inserts.

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

MODEL	Availability On Page 3	199 & 232 CID SIXES	290 & 343 CID V-8's

ENGINE—RINGS

Function (top to bottom)	No. 1, oil or comp.	Compression
	No. 2, oil or comp.	Compression
	No. 3, oil or comp.	Oil
	No. 4, oil or comp.	None
Compre- sion	Description - #1 material, coating, etc.	Alloy Iron, Parco Lubrite, Molybdenum-Filled Face
	#2	Alloy Iron, Parco Lubrite or Granoseal
	Width	#1 .0775-.0780, #2 .0770-.0780
	Gap	.010 - .020
Oil	Description - material, coating, etc.	Three Piece, Steel Rail Type Rail Faces Chrome Plated
	Width	.0245 Each Rail
	Gap	.015 - .055
Expanders	Combination Expander - Spacer Located Between Oil Ring Rails.	

ENGINE—PISTON PINS

Material	SAE #1016 Steel	
Length	3.187	
Diameter	.9305 - .9308	
Type	Locked in rod, in piston, floating, etc.	Locked-In-Rod (Press Fit)
	Bush- ing	In rod or piston Material
Clearance	In piston	.003 - .005
	In rod	Press Fit (Locked)
Direction & amount offset in piston	.0625 Toward Major Thrust Side	

ENGINE—CONNECTING RODS

Material	Cast Malleable Iron, Pearlitic	
Weight (oz.)	199; 22.9 (232; 22.7)	
Length (center to center)	199; 6.125 (232; 5.875)	
Bearing	Material & Type	Steel-Backed Sintered Copper-Lead Alloy Removable (Clevite F-500)
	Overall length	.884
	Clearance (limits)	.001 - .0015
	End play	.008 - .010
		.860
		.001 - .002
		.009 - .015 (Two Rods)

AMA Specifications—Passenger Car

MAKE OF CAR	AMERICAN MOTORS	MODEL YEAR	1968	DATE ISSUED	9-26-67 REVISED (•)
MODEL	Availability On Page 3	199 & 232 CID SIXES		290 & 343 CID V-8's	

ENGINE—CRANKSHAFT

Material	Cast Malleable Iron, Pearlitic		
Vibration damper type	Rubber & Friction		
End thrust taken by bearing (No.)	#3		#1
Crankshaft end play	.004 - .008		.003 - .008
Material & type	Steel-Backed Micro-Babbitt Alloy, Removable	Steel-Backed Sintered Copper-Lead Alloy, Removable (Clevite F-500)	
Clearance	.001 - .002		
No. 1	2.4988 - 2.4995 x .981	2.7474 - 2.7489 x .981	
No. 2	2.4988 - 2.4995 x .981	2.7474 - 2.7489 x .981	
No. 3	2.4988 - 2.4995 x 1.268	2.7474 - 2.7489 x 1.268	
No. 4	2.4988 - 2.4995 x .981	2.7474 - 2.7489 x .981	
No. 5	2.4988 - 2.4995 x .981	2.7474 - 2.7489 x .981	
No. 6	2.4988 - 2.4995 x .981	--	
No. 7	2.4988 - 2.4995 x .981	--	
Dir. & amt. cyl. offset	None		
Crankpin journal diameter	2.0948 - 2.0955	2.0934 - 2.0955	

ENGINE—CAMSHAFT

Location	Right Side	Center Between Cylinder Banks
Material	Special Cast-Iron Alloy	
Bearings	Material	Steel-Backed Micro-Babbitt Alloy, Removable
	Number	Four
		Five
	Gear or chain	Chain
	Crankshaft gear or sprocket material	Sintered Iron
		SAE 1117 Steel (Sintered Iron, Opt.)
	Camshaft gear or sprocket material	Die-Cast Aluminum with Molded Nylon Teeth
Type of Drive	Timing chain	No. of links
		48
		Width
		.69
		Pitch
		.50
		.875
		.375

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std., opt., NA)	Yes	
Valve rotator, type (intake, exhaust)	Yes, Free Valve Type	
Rocker ratio	1.5	1.6
Operating tappet clearance (indicate hot or cold)	Intake	Zero Lash
	Exhaust	Zero Lash

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

MODEL	Availability On Page 3	199 & 232 CID SIXES	290 & 343 CID V-8's

ENGINE—VALVE SYSTEM (cont.)

		Standard Cam	Hi-Perf. Cam
Timing (based on top of ramp points)	Intake	Opens (°BTC)	12° - 30'
		Closes (°ABC)	51° - 30'
		Duration - deg.	244°
	Exhaust	Opens (°BBC)	53° - 30'
		Closes (°ATC)	10° - 30'
		Duration - deg.	244°
	Valve opening overlap		23°
	Material		
	Silichrome #1 or XB		
Intake	Overall length		4.899
	Actual overall head dia.		1.787
	Angle of seat & face		Head 30°, Valve 29°
	Seat insert material		None
	Stem diameter		.3715 - .3725
	Stem to guide clearance		.0010 - .0030
	Lift (@ zero lash)		.375
	Outer spring press. & length		.425
	Valve closed (lb. @ in.)	95 to 105 @1.812	85 to 93 @1.812
	Valve open (lb. @ in.)	188 to 202 @1.437	189 to 203 @1.402
	Inner spring press. & length	Valve closed (lb. @ in.)	None
		Valve open (lb. @ in.)	None
Exhaust	Material		SAE 21-4N
	Overall length		4.907
	Actual overall head dia.		1.406
	Angle of seat & face		Head 45°, Valve 44°
	Seat insert material		None
	Stem diameter		.3718 - .3725
	Stem to guide clearance		.0010 - .0027
	Lift (@ zero lash)		.375
	Outer spring press. & length	Valve closed (lb. @ in.)	.425
		Valve open (lb. @ in.)	.477
	Valve closed (lb. @ in.)	95 to 105 @1.812	85 to 93 @1.812
	Valve open (lb. @ in.)	188 to 202 @1.437	189 to 203 @1.402
	Inner spring press. & length	Valve closed (lb. @ in.)	None
		Valve open (lb. @ in.)	None

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Pressure Jet
	Cylinder walls	Oil Groove in Mating Surface Between Conn. Rod and Cap

(Continued)

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

Availability MODEL On Page 3	199 & 232 CID SIXES	290 & 343 CID V-8's
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ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear	
Normal oil pressure (lb. engine rpm)	13#/min. @ 600 rpm, 24 min. @ 1100, 46 min. @ 2050 & over (75#/max. @ all rpm)	
Oil press. sending unit (elect. or mech.)	Electric	
Type oil intake (floating, stationary)	Stationary	
Oil filter system (full flow, part., other)	Full-Flow, Standard	
Filter replacement (element, complete)	Complete	
Capacity of c./case, less filter-refill (qt.)	4 (5 with Filter)	
Oil grade recommended (SAE viscosity and temperature range)	Above + 32° F. . . SAE 20W-20 (or SAE 10W-30) Above 0° F. . . SAE 10W (or SAE 10W-30) Below 0° F. . . SAE 5W (or SAE 5W-20)	

Engine Service Reqmt. (MM, MS, etc.)		MS (Certified Sequence Tested)					
ENGINE—EXHAUST SYSTEM		AMERICAN		REBEL & AMB.		JAVELIN	
Type (single, single with cross-over, dual, other)		6	V-8	6	V-8	6	V-8
Muffler No. & type (reverse flow, straight thru, separate resonator)		Single	Single w/ Cross Over	Single	S. w/C.O. Dual Opt.	Single	S. w/C.O. Dual Opt.
Exhaust pipe dia. (O.D., wall thick.)	Front	1.88x.083	1.88x.083	1.88x.083	1.88x.083	1.88x.083	1.88x.083
	Rear	1.75x.046	2.00x.059	1.88x.046	2.00x.059	1.88x.046	2.00x.083
Tail pipe dia. (O.D. & wall thickness)		1.62x.046	2.00x.046	1.75x.059	2.00x.059	1.75x.074	2.00x.074

ENGINE—CRANKCASE VENTILATION SYSTEM

Type (ventilates to atmos., induction system, other)	Standard Optional	Closed Induction System None
Control Unit	Make and model	Chicago Screw Co. & Novo Ind. Corp.
	Location	In-Line Between Intake Manifold & Crankcase
	Energy source (manifold vacuum, carburetor air stream, other)	Manifold Vacuum
	Control method (variable orifice, fixed orifice, other)	Variable Orifice
Complete system	Discharges (to intake manifold, carb. air intake, air cleaner intake, other)	Intake Manifold (Carb. Base or Carb. Spacer Plate)
	Air inlet (breather cap, carburetor air cleaner, other)	Carburetor Air Cleaner
	Flame arrestor (screen, check valve, other)	Check Valve function designed into PCV Valve.

(1) 1.75 x .042 Tailpipe for Rebel-6 Wagon.

(2) Opt. Dual: Exh. Front.....2.00 x .083
Exh. Rear.....2.00 x .059

Tailpipe.....2.00 x .059

(3) Opt. Dual: Exh. Front.....2.00 x .083

Exh. Rear.....2.00 x .059

Tailpipe.....2.00 x .074

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

MODEL	Availability On Page 3	ALL 6's. V-8's W/AUTO. TRANS.	V-8's EQUIPPED WITH MANUAL TRANSMISSION
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ENGINE—EXHAUST EMISSION CONTROL

Type (Air injection, engine modifications, other)		Engine-Mod	Air Injection (Air-Guard System)
Air Injection Pump	Type	— — —	Eccentric Vane (Saginaw Steering Gear)
	Displacement	— — —	19.3 cu.in./rev.
	Drive ratio	— — —	1.25:1
	Drive type	— — —	Belt
	Relief valve (type)	— — —	Integral
	Filter (describe)	— — —	Centrifugal Separator (non-replaceable)
Air Injection System	Air distribution (head, manifold, etc.)	— — —	Separate Header Manifold
	Point of entry	— — —	Thru Exhaust Port
	Injection tube I.D.	— — —	.285
	Check valve type	— — —	Spring-Loaded Steel Plunger w/Asbestos seat
	Backfire protection (type)	— — —	Divertor Type (Holley or Rochester)
Carburetor	Make		
	Model		
	Barrel size		
	Idle speed	Drive	
Distributor	Idle speed	Neutral	
	Idle A/F mixture		
	Aux. Adv. Systems (type)		
Timing	Make		
	Model		
	Cent'fgal adv. in crank degrees @ eng. rpm	Start (rpm) Intermed. points deg. @ rpm	
		Max.deg. @ rpm	See Page 13
Vacuum	Vacuum adv. in crank degrees @ eng. rpm	Start (in Hg) Intermed. points deg. @ in. Hg Max. deg. @ in.	
	Vacuum Source		Manifold Vacuum (Ported Above Throttle Plate)
Timing - Crank degrees @ rpm			See Page 13
Cooling System (describe changes)			None
Exhaust System (describe changes)			None

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

Availability MODEL On Page 3	199 & 232 CID SIXES	290 & 343 CID V-8's
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ENGINE – FUEL SYSTEM

(See supplemental page for Details of Fuel Injection,
Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.		Carburetor (Downdraft)		
Fuel Tank	Refill capacity (U.S. gals.)	American 16; Javelin 19; Rebel & Amb. 21.5 (3 seat wagon 19) (1)		
Fuel Pump	Type (elec. or mech.)	Mechanical		
	Locations	Right Side, Front		
	Pressure range	4 to 5.5 P.S.I.		
Vacuum booster (std., optional, none)		Standard (less booster with opt. electric wipers)		
Fuel Filter	Type	A. Saran Plastic Spool. B. 15 Micron Paper Element		
	Locations	A. Gas Tank Pick-Up Tube B. Fuel Pump, Inlet Side		
Choke type		Automatic		
Carburetor	Intake manifold heat control (exhaust or water)		199 & 232...Exhaust 232 ROGUE...Water	Exhaust
	Air cleaner type	Cellulose Fiber Element		
	Optional	None		
Idle speed (spec. neutral or drive)	Manual	600 RPM	650 RPM	
	Automatic	525 RPM	550 RPM	
	Idle A/F mix.	Not Specified		

CARBURETOR SUPPLEMENTARY INFORMATION

Model Usage	Engine Displ.	Transmission	Carburetors		No. Used and Type	Barrel Size
			Make	Model		
199 CID 128 HP OHV-6	199	Manual Automatic	Holley 1931 Holley 1931	3966A 3967A	1,1-BBL. 1,1-BBL.	1.56 1.56
232 CID 145 HP OHV-6	232	Manual Automatic Auto (Rogue)	Holley 1931 Carter RBS Holley 1931	3968A 4470S 4102A	1,1-BBL. 1,1-BBL. 1,1-BBL.	1.68 1.56 1.68
232 CID 155 HP OHV-6	232	Manual Automatic	Carter WCD Carter WCD	4410S 4537S	1,2-BBL. 1,2-BBL.	1.44 1.44
290 CID 200 HP V-8	290	Manual Automatic	American Motors American Motors	8HM2 8HA2	1,2-BBL. 1,2-BBL.	1.56 1.56
290 CID 225 HP V-8	290	Manual	Carter AFB	4467S (about 10-1-67 use 4622S)	1,4-BBL.	1.44 pri. 1.69 sec.
343 CID 235 HP V-8	343	Automatic	American Motors	8ZA2	1,2-BBL.	1.56
343 CID 280 HP V-8	343	Manual Automatic	Carter AFB Carter AFB	4469S 4468S	1,4-BBL. 1,4-BBL.	1.44 pri. 1.69 sec.
			about 10-1-67 use... 4624S 4623S			

(1) American: Center rear panel (right rear fender for wagons).
 Rebel & Ambassador: Left rear fender.
 Javelin: Center rear bumper.

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

Availability MODEL	<u>On Page 1 & 4</u>	<u>199 & 232 CID SIXES</u>	<u>290 & 343 CID V-8's</u>
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ENGINE - COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)	Pressure		
Radiator cap relief valve pressure	14 P.S.I.		
Circulation thermostat	Type (choke, bypass)	Choke	
	Starts to open at (°F)	192° to 198° (1)	192° to 198°
Water pump	Type (centrifugal, other)	Centrifugal	
	GPM @ 1000 pump rpm	55 GPM @ 4400 RPM	
	Number of pumps	One	
	Drive (V-belt, other)	V-Belt	
	Bearing type	Double Row Ball	
By-pass recirculation type (inter., ext.)	Internal		External
Radiator core type (cellular, tube and fin, other)	Tube & Fin		
Cooling system capacity	With heater (qt.)	10.5	290; 13 (343; 14)
	Without heater (qt.)	9.5	290; 12 (343; 13)
	Opt. equipment-specify (qt.)	Same	
Water jackets full length of cyl. (yes, no)	Yes		
Water all around cylinder (yes, no)	Yes		
Radiator hose	Lower	Number and type (molded, straight)	One, Molded, Curved
		Inside diameter	1.50 Body & Rad. End 1.78 Water Pump End
	Upper	Number and type (molded, straight)	One, Molded, Curved
		Inside diameter	1.50 Body & Rad. End 1.75 Thermostat End
Fan	By-pass	Number and type (molded, straight)	None
		Inside diameter	-. - - .
			.75
		Number of blades & spacing	4 Std. (7 AC & HD)
*Drive belts (indicate belt used by letter)		Diameter	15.62 (18 AC & HD)
		Ratio-fan to crankshaft rev.	1.20:1
		Fan cutout type	Power-Flex Fan (Std. with AC, Opt. HD)
		Bearing type	Ball (All Engines)
	Fan	A	F
	XXXXXX alternator	A	F
	Water Pump	A	F
	Power Steering	B	G
	Air Conditioning with PS	C & D	F & H
	" " less PS	D & E	F & I

* Drive Belt Dimensions	A	B	C	D	E	F	G	H	I	J	K
Angle of V	38°	38°	38°	38°	38°	38°	38°	38°	38°		
Nominal length (SAE)	36.00	45.28	45.50	35.75	43.75	43.00	50.50	62.50	61.45		
Width	3/8	17/32	1/2	1/2	1/2	3/8	1/2	1/2	1/2		

(1) For American Rogue Hardtop with "232" Six: 202° to 209°

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

MODEL	Availability On Page 1 & 4	199 & 232 CID SIXES & 290 CID V-8	343 CID V-8

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model	Globe-Union 2SM-50 (1) (2)	Globe-Union 2SM-60 (2)
	Voltage Rtg. & Total Plates	12 Volts, 54 Plates (1) (2)	12 Volts, 66 Plates (2)
	SAE Designation & Amp. Hr. Rtg.	2SM-50 A.H. @20 HRS. (1) (2)	2SM-60 A.H. @20 HRS. (2)
	Location	Engine Compartment, Forward	
	Terminal grounded	199 & 232 CID SIXES	290 & 343 V-8's
		Negative	
Generator or Alternator	Make	Motorola (or Prestolite)	
	Model	35 Amp: A12NAM453 (3)	35 Amp: A12NAM455 (4)
	Type and rating	Alternator with Silicon Diodes & Isolation Diode (35&40 Amp.)	
	Output at engine idle (neutral)	N.A.	
Ratio—Gen. to Cr/s rev.	2.41:1		
	Make	Motorola (or Prestolite)	
	Model	R2AM1 (VSC-6234L, Prestolite)	
	Type	Voltage	
Regulator	Cutout relay	Closing voltage generator rpm	N.A.
		Reverse current to open	N.A.
	Regu- lated	Voltage	15
		Current	35 AMPS (40 Opt., Std. with A.C.)
Voltage test conditions	Temperature	Hot	
	Load	10 AMPS.	
	Other	- - -	

ELECTRICAL—STARTING SYSTEM

199 CID | 232 CID | 290 & 343 CID V-8's

Starting Motor	Make	Delco-Remy (5)	FOMOCO
	Model	1107349 1108325 (5)	C7FF-11001-B
	Rotation (drive end view)	Clockwise	
Motor control	Switch (solenoid, manual)	Solenoid	
	Starting procedure	Turn ignition key to extreme clockwise position. Automatic transmission lever must be in neutral or park position.	
Motor Drive	Engagement type	Solenoid Actuated	
	Pinion meshes (front, rear)	Front	
	Number of teeth	Pinion	9
		Flywheel	153
		153	164
	Flywheel tooth face width	Manual	.43
		Auto.	.38

(1) With Air Cond.: Globe-Union 2SM-60, 12 V, 66 Plates, 60 A.H. @20 Hrs.
 (2) Opt. Heavy Duty: Globe-Union 2SH-70, 12 V, 66 Plates, 70 A.H. @20 Hrs.
 All Batteries are identified: "American Motors Powr-Guard 24"
 (3) Opt. 40 Amp. (Std. with AC)...A12NAM552
 (4) Opt. 40 Amp. (Std. with AC)...A12NAM553
 (5) or Prestolite...MDY6113

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

MODEL	Availability	<u>199&232 CID</u>	<u>290 & 343 CID</u>
	<u>On Page 3</u>	<u>SIXES</u>	<u>V-8's</u>

ELECTRICAL—IGNITION SYSTEM

Type	Conventional — Std., Opt., N.A.	<u>Standard</u>					
	Transistorized — Std., Opt., N.A.	<u>N.A.</u>					
	Other (specify)	<u>---</u>					
Coil	Make	<u>Delco-Remy</u>					
	Model	<u>1115362</u>	<u>1115266</u>				
	Amps	<u>Engine stopped</u> <u>3.5</u>	<u>Engine idling</u> <u>1.6</u>				
Distributor	Make	<u>Delco-Remy</u>	<u>199&232 SIX</u>	<u>290 2-B.</u>	<u>290 4-B.</u>	<u>343 2-B.</u>	<u>343 4-B.</u>
	Model	<u>1110444</u>	<u>1111106</u>	<u>1111198</u>	<u>1111472</u>	<u>1111191</u>	
	Cent'fgal adv. in c/shaft degrees @ engine rpm (nominal)	<u>Start (rpm)</u> <u>600-800</u>	<u>Intermediate points deg. @ rpm</u> <u>16°-20°@2000</u>	<u>650-950</u>	<u>750</u>	<u>900</u>	<u>900</u>
			<u>points deg. @ rpm</u> <u>15°-19°@1850</u>	<u>15°-19°@1600</u>	<u>15°-19°@2000</u>	<u>15°-19°@2000</u>	
			<u>Max. deg. @ rpm</u> <u>24°-28°@4000</u>	<u>30°-34°@4400</u>	<u>28°-32°@3900</u>	<u>26°-30°@4400</u>	<u>26°-30°@4400</u>
	Vacuum adv. in c/shaft degrees @ in. Hg. (nominal)	<u>Start (in. Hg.)</u> <u>5" to 7"</u>	<u>Intermediate points, deg. @ in. Hg.</u> <u>13°@11"</u>	<u>4" to 6"</u>	<u>4" to 6"</u>	<u>4" to 6"</u>	<u>8" to 10"</u>
				<u>14°@12"</u>	<u>14°@12"</u>	<u>14°@12"</u>	<u>13°@14.3"</u>
			<u>Max. deg. in. Hg.</u> <u>22°@16.5"</u>	<u>24°@18.5"</u>	<u>24°@18.5"</u>	<u>24°@18.5"</u>	<u>24°@19.5"</u>
				<u>.016</u>			
				<u>31 to 34</u>	<u>29 to 31</u>		
Timing	Breaker arm tension (oz.)		<u>17 to 21</u>				
	Crankshaft deg. @ rpm	<u>TDC (+1°) (1)</u>			<u>TDC (+1°)</u>		
Spark Plug	Mark location		<u>Vibration Dampener</u>				
	Make		<u>Champion</u>				
	Model	<u>N-14Y</u>			<u>N-12Y</u>		
	Thread (mm)		<u>14</u>				
	Tightening torque (lb. ft.)		<u>30</u>				
Cable	Gap		<u>.033 to .037</u>				
	Conductor type		<u>Carbon Core Wire</u>				
	Insulation type		<u>Neoprene</u>				
ELECTRICAL—SUPPRESSION	Spark plug protector	<u>Hypalon @Spark Plug,</u>		<u>Hypalon @Spark Plug,</u>		<u>Neoprene @Distributor</u>	
		<u>Vinyl @Distributor</u>					
Locations & type				<u>Carbon Core Ignition Wires</u>			

(1) 5° BTDC ($\pm 1^\circ$) for Auto. Trans. "199" Six & Rogue Hardtop "232" Six.

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

MODEL	Availability On Page 3	199 & 232 CID SIXES	290 & 343 CID V-8's
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ELECTRICAL—INSTRUMENTS AND EQUIPMENT

Speed- ometer	Type Trip odometer (yes,no)	King-Seeley No	
Charge indicator - type		Warning Light	
Temperature indicator - type		Electrical Gauge	
Oil pressure indicator - type		Warning Light	
Fuel indicator - type		Electrical Gauge	
Other		Dual Hydraulic Brake System Warning Light Parking Brake Warning Light	
Wind- shield wiper	Type - Standard	Variable-Speed Vacuum	
	Type - Optional	Variable-Speed Electric	
Wind- shield washer	Type - Standard	Foot Pump Operator	
	Type - Optional	Electric Powered Pump (Panel Switch)	
	Type	Vibrator	
Horn	Number used	2(1 on American Base & Rebel 550, 2nd. Horn Dealer Accessory)	
	Amp draw (each)	8.5	

DRIVE UNITS—CLUTCH (Manual Transmission) 199 CID American 232 CID American & Javelin
232 CID Rebel & Ambassador

6-CYL. ENGINES		Borg & Beck, Dry Type	
Make & type			
Type pressure plate springs		Coil	
Total spring load (lb.)	1176(1308 Heavy-Duty)		1627
No. of clutch driven discs		One	
Clutch facing	Material	AMCO 157-80 Front, US 5935 Rear	US 6384 Front, US 5935 Rear
	Outside & inside dia.	9.13 x 6.13	
	Total eff. area (sq.in.)	71.88	
	Thickness	.125	
	Engagement cushioning method	Crimped Flat Springs	
Release bearing	Type & method of lubrication	Ball, Pre-Lubricated	
Torsional damping	Methods: springs, friction material	Springs, Steel-on-Steel	

DRIVE UNITS—CLUTCH (Manual Transmission)		<u>290 CID</u> <u>3-Speed</u>	<u>290 CID 4-Speed</u> <u>(& Opt. for 3-Speed)</u>	<u>343 CID 4-Speed</u>
V-8 ENGINES	Make & type	Borg & Beck, Dry Type	Borg & Beck, Semi-Centrifugal, Dry Type	
Type pressure plate springs		Coil	Coil & 3 Rollers	
Total spring load (lb.)	1772	1710	2014	
No. of clutch driven discs		One		
Clutch facing	Material	AMCO 3271	JM5003-8DL	
	Outside & inside dia.	10 x 6.75	10.5 x 6.5	
	Total eff. area (sq.in.)	85.52	106.82	
	Thickness	.125		
	Engagement cushioning method	Crimped Flat Springs		
Release bearing	Type & method of lubrication	Ball, Pre-Lubricated		
Torsional damping	Methods: springs, friction material	Springs, Steel-On-Steel		

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

Availability MODEL	<u>On Page 3</u>	199 & 232 CID SIXES	290 & 343 CID V-8's
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DRIVE UNITS—TRANSMISSIONS

Manual 3-speed (std. or opt.)	Standard (NA 290 4-Bbl. & 343 2-or 4-Bbl.)
Manual 4-speed (std. or opt.)	NA
Manual with overdrive (std. or opt.)	Optional
Automatic (std. or opt.)	Optional
Column Shift	Optional
Console Shift	NA
	Optional

DRIVE UNITS—MANUAL TRANS.

	199 SIX	232 SIX	290	290 & 343
Number of forward speeds	3	3	3	4
In first	2.61	2.64	2.55	2.64
In second	1.63	1.61	1.56	2.10
In third	1.00	1.00	1.00	1.46
In fourth	---	---	---	1.00
In reverse	3.54	2.64	2.55	2.55
Synchronous meshing, specify gears	2 & 3	1,2 & 3	1,2 & 3	1,2,3 & 4
Shift lever location	Column	Column	Column	Floor
Capacity (pt.)	1.5		2.5	3.5
Type recommended		Mineral Gear Lubricant		
SAE viscosity number	Summer	80		
	Winter	80		
	Extreme cold	80		

DRIVE UNITS—MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)	199 & 232 Sixes	290 V-8
Type (planetary or other)	Planetary	
Manual lockout (yes, no)	Yes	
Downshift accelerator control (yes, no)	Yes	
Minimum cut-in speed	34 to 37 MPH	27 to 29 MPH
Gear ratio	0.70:1	
Capacity (pt.)	2.75	3.75
Separate filler (yes, no)	Yes	
Type recommended	Mineral Gear Lubricant	
SAE viscosity number	Summer	80
	Winter	80
	Extreme cold	80

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

Availability MODEL On Page 3	199 & 232 CID SIXES	290 & 343 CID V-8's
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DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name Type describe Selector location	Shift-Command							
	Borg & Beck/Long Torque Converter with Planetary Gears							
Operation	Column 6&V-8 Column	Column V-8 Console	Column or Console (Col. only Amer.)	6&290 V-8	343 V-8			
Park	P	PRK	---	---	---			
Reverse	R	REV	2.09:1	2.00:1				
Neutral	N	NTL	---	---				
1, 2&3 Gears	D	DRV	1.00:1	1.00:1				
2 Gear	2	2ND	1.45:1	1.47:1				
1 Gear	1	1ST	2.39:1	2.40:1				
Max. upshift speed—drive range	55 to 70		60 to 75					
Max. kickdown speed—drive range	50 to 65		55 to 65					
Number of elements	Three							
Max. ratio at stall	2.00 (2.15 Rogue 232)		2.00					
Type of cooling (air, liquid)	Air (Water, Opt.)		Water					
Nominal diameter	11"		290...11", 343...12"					
Capacity—refill (pt.)	18 (Dry)		20 (Dry)					
Type recommended	Auto. Trans. Fluid; "Type A, AQ-ATF, Suffix A" or "Dexron"							
Special transmission features	Vacuum-Modulated Control Between Trans. & Engine. For 343 V-8, Altitude Compensator (Aneroid). Electric "Kick-Down" Solenoid System.							

DRIVE UNITS—PROPELLER SHAFT	American		Rebel & Amb.		Javelin	
	SIX	V-8	SIX	V-8	SIX	V-8
Number used	One					
Type (straight tube, tube-in-tube, internal-external damper, etc.)	Straight Tube (with tube-in-tube ends)					
Outer diam. x length* x wall thickness	46.830 2.500 (1) .065	45.700 2.500 .083	55.190 2.750 .083	52.220 3.000 .083	49.080 2.500 .083	47.220 2.500 .083
Manual 3-speed trans.	—	—	—	—	—	—
Manual 4-speed trans.	—	48.700 2.500 .083	—	55.180 3.000 .083	—	50.170 2.500 .083
Overdrive transmission	51.900 2.500 .065	—	56.400 3.000 .083	50.220 3.000 .083	—	—
Automatic transmission	44.530 2.500 .065	45.700 2.500 .083	50.590 2.500 .083	52.220 3.000 .083	44.530 2.500 .065	47.220 2.500 .083 (2)

* Center to center of universal joints, or to centerline of rear attachment.

(Continued)

(1) 232 Six. . . 49.080 x 2.500 x .083

(2) 343 V-8. . . 50.170 x 2.500 x .083

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

MODEL	<u>AMERICAN & JAVELIN</u>	<u>REBEL & AMBASSADOR</u>
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DRIVE UNITS—PROPELLER SHAFT (cont.)

Intermediate bearing	Type (plain, anti-friction)	None
	Lubrication (fitting, prepack)	---
Slip Yoke	Type	Involute
	Number of teeth	16(28 for 4-Speed Trans.&Jav. with 343 V-8 Auto. Trans.)
	Spline O.D.	1.166(1.192 for 4-Speed Trans.&Jav. with 343 V-8 Auto. Trans.)
Universal joints	Make and Mfg. No.	SPICER/DANA/HAYES
	Number used	Two
	Type (ball and trunnion, cross)	Single-Pivot, Cross
	Rear attach.(u-bolt, clamp, etc.)	U-Bolt
	Bearing	Anti-Friction
	Lubric. (fitting, prepack)	Prepack
Drive taken through (torque tube or arms, springs)	Rear Springs	4-Link Trailing Arms
Torque taken through (torque tube or arms, springs)	Rear Springs	4-Link Trailing Arms

DRIVE UNITS—AXLE

Type (front, rear)	Front	
Description	1 Piece Housing with Inserted Tubes. Live Axle (Conventional)	
Limited Slip differential, type	"Twin-Grip" Opt., Dana (Warner Gear, Amer.-6 & Javelin-6)	
Drive Pinion Offset	1-1/2	
No. of differential pinions	Two (Four with V-8 Twin-Grip) Two (Four with Twin-Grip)	
Pinion adjustment (shim, other)	Shim	
Pinion bearing adj. (shim, other)	Shim	
Wheel bearing type	Conic & Roller	
Capacity (pt.)	3 for Six, 4 for V-8	4
Type recommended	Hypoid, or Multi-Purpose Gear Lube (1)	
Lubricant	SAE viscosity number	80
	Summer	80
	Winter	80
	Extreme cold	80

AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

Axle ratio	2.37:1	2.73:1	2.87:1	3.08:1	3.15:1	3.31:1	3.54:1	Dealer Kit
No. of teeth	Pinion	19	15	15	13	13	11	9
	Ring gear	45	41	43	40	41	43	40
Ring Gear O.D.		7.56	7.5	8.75	7.5	8.75	7.6	8.75

(1) Special lube for opt. "Twin-Grip" differential.

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)

AMA Specifications—Passenger Car

MAKE OF CAR	AMERICAN MOTORS	MODEL YEAR	1968	DATE ISSUED	9-26-67 REVISED (•)
MODEL	AMERICAN-6 JAVELIN-6	REBEL-6 (except wagon)	ALL V-8's & REBEL-6 WAGON	OPT. ALL V-8's DISC/DRUM	
BRAKES – SERVICE					
Type (drum or disc)	Bendix Drum	Wagner Drum	Bendix Drum	Bendix Disc/Drum	
Self adjusting (std., opt., N.A.)			Standard		
Power brake make & type (remote, int., etc.)	Std. Opt. Bendix		---		
Effective area (sq. in.)*	153.76	153.76	167.49	(2)	
Gross lining area (sq. in.)**	153.76	153.76	167.49	(2)	
Swept area (sq. in.***)	254.43	254.43	267.07	F261+R110=371	
Percent brake effectiveness – front	60.2%	59.0%	62.4%	65%	
Drum or Disc	Diameter (nominal)	Front 9.00 Rear 9.00		10.00 10.00	11.19 10.00
	Type and material	Cast-Iron Plain, Steel Center	Cast-Iron, Finned Steel Center	Cast-Iron, Steel Flange & Center	(3)
	Disc (vented or solid)		---		Solid
	No. pistons per caliper		---		Four
Wheel cylinder bore	Front	1.12	1.18(1.09 Reb.6)	2.0	
	Rear	.94	.94 (.88 American & Javelin)		
Master Cylinder	Bore		1.00		
	displacement		.487 Cu.In. Primary Section		
	distribution		.319 Cu.In. Secondary Section		
Disc Brk. Valve	Type (proportion, delay, metering, other)		---		Proportion Valve American & Javelin
Pedal arc ratio			5.61		
Line pressure at 100 lb. pedal load		885 Approx.		780@20" bg.	
Shoe clearance adjustment		.004 to .010@high point on horiz. axis		0 Front Disc	
Brake lining	Drum or Disc		Drum	Frt.Disc, Rr. Drum	
	Bonded or riveted		Bonded	Frt.Bond, Rr. Rivet	
	Front Wheel	Material Size (length x width x thickness) Prim. or out-board Second. or in-board	Molded Asbestos Compound, Marshall-Eclipse 7.62x2.25x.19 9.82x2.50x.19	8.90x2.50x.19 11.06x2.50x.19	Mintex M-33 4.89 x 2.31 x .44 (.38 usable thick)
		Segments per shoe	One		One ea. side of disc
	Rear Wheel	Material Size (length x width x thickness) Prim. or out-board Second. or in-board	Molded Asbestos Compound, Marshall-Eclipse 7.62x2.00x.19 9.82x2.00x.19	8.46x1.75x.19(4) 10.68x1.75x.19(5)	
		Segments per shoe	One	10.88x1.75x.19(4) 10.68x1.75x.19(5)	

* Excludes rivet holes, grooves, chamfers, etc. ** Includes rivet holes, grooves, chamfers, etc.

*** Total swept area for four brakes. (Widest lining contact width for each brake x its contact circumference.)

- (1) Power is included with disc brake option.
Bendix, Integral, Vacuum-Suspended, Tandem Diaphragm (Single Diaphragm on American).
- (2) American & Javelin: Front 37.2 + Rear 67.7 = 104.9
Rebel & Ambassador: Front 37.2 + Rear 74.8 = 112.0
- (3) Front; Cast-Iron Disc, Ductile-Iron Caliper.
Rear; Cast-Iron Drum, Steel Center & Steel Cooling Flange on Drum.
- (4) For American & Javelin.
- (5) For Rebel & Ambassador.

AMA Specifications—Passenger Car

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MODEL	AMERICAN	REBEL	AMBASSADOR	JAVELIN
STEERING				

Manual (std., opt., NA)		Standard			
Power (std., opt., NA)		Optional			
Adjustable steering wheel (tilt, swing, other)	Type and description (std., opt., NA)	N.A. ---	7-Position, Vertical-Arc Adjustment for Steering Column ("Adjust-O-Tilt") Opt. w/Auto. or 4-Speed Trans.		
Wheel diameter	Manual		16"		
	Power		16"		
Turning diameter (feet)	Outside front	Wall to wall (l. & r.) Curb to curb (l. & r.)	38' 36'	39'6" 37'6"	
	Inside rear	Wall to wall (l. & r.) Curb to curb (l. & r.)	19'11" 20'4"	41' 39' 22'8" 20'8" 23'6" 21'1"	
	Outside whl. angle with inside whl. at 20°		18°40'	17°46'	
				18°	
Manual	Gear	Type	Recirculating Ball		
		Make	Saginaw		
		Ratios	24.0:1	20.0:1 (1)	
		Overall	29.1:1	24.1:1 (1)	
No. wheel turns		6.1	6.0	5.1:1 (1)	
Type (coaxial, linkage, etc.)		Integral Rotary Valve with Gear Box			
Make		Saginaw Box, Thompson Pump			
Power	Gear	Type	Recirculating Ball		
		Ratios	17.5:1	15.0:1	
		Overall	21.1:1	17.1:1	
Pump driven by		Belt to Crankshaft Pulley			
Number wheel turns		4.5	4.4	3.6:1	
Linkage	Type	Ball & Socket			
	Location (front or rear of wheels, other)	Front			
	Drag link (trans. or longit.)	Transverse			
	Tie rods (one or two)	Two			
Steering Axis	Inclination at camber (deg.)	6°30' @ 0°	6°11" (6°41' @ 0°)	6°30' @ 0°	
	Bearings (type)	Upper	(2)	Two Bushings	
		Lower		Ball Joint	
		Thrust		Ball Bearing	
Whl. Align. (range at curb wt. & preferred)	Caster (deg.)	• $\frac{1}{2}^0$ to $+\frac{1}{2}^0$ (3)	Man. & Power 0^0 to -1^0 ($-\frac{1}{2}^0$ desired)	$-\frac{1}{2}^0$ to $+\frac{1}{2}^0$ (3)	
	Camber (deg.)		- $3/8^0$ to $+3/8^0$		
	Toe-in (outside track inches)		1/16 to 3/16 (1/8 Desired)		
	Steering spindle & joint type	Integral Knuckle-Pin With Upper Trunnion Joint & Lower Ball Joint			
Wheel Spindle	Diameter	Inner bearing	1.25		
		Outer bearing	.75		
	Thread size		.75 x 16		
	Bearing type		Tapered Roller		

(1) Optional Ratio Manual Steering for Javelin...Gear Box...16.0:1
Overall....19.3:1
Turns..... 4.0:1

(2) Rubber Bushing, "CLEVBLOC."

(3) Power: $+\frac{1}{2}^0$ to $+\frac{1}{2}^0$

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (e)

MODEL	AMERICAN	JAVELIN	REBEL & AMBASSADOR																		
SUSPENSION—GENERAL																					
Provision for car leveling		None																			
Provision for brake dip control	Front Susp. plus Asymmetrical Rear Springs	Front Susp. plus 4-Link Rear Geometry																			
Provision for acc. squat control	Asymmetrical Rear Springs	4-Link Rear Geometry																			
Special provisions for car jacking	Bumper Jack	Side Scissors Jack	Bumper Jack																		
Shock absorber front & rear	Type <u>Telescopic</u> Make <u>Gabriel & Monroe</u> Piston dia. <u>1.00 (1.19 Heavy Duty)</u>	Direct-Acting, Telescopic																			
Other special features	Front Shock Absorber Has Internal Provisions for Bottoming Control																				
SUSPENSION—FRONT																					
Type and description	AMERICAN & JAVELIN		REBEL (Less Wagon)		AMB. (Less Wagon)		REBEL & AMB. WAGON														
INDEPENDENT COIL SPRINGS	STD	AC	AC WAG.	HD	STD	AC	HD	STD	AC	HD											
Type <u>COIL</u>	Wire Dia., .471, .490, .496, .505 & .513				Wire Dia., .511, .515, .522, .525, .530, .545 & .560																
Material	SAE 9260 or SAE 5160																				
Spring	Size (coil design height & I.D. bar length x dia.) <u>9.84 x 4.05</u>				8.88 x 5				9.41 x 5	<u>9.41x5L</u>	<u>8.75x5L</u>										
									<u>9.5 x 5</u>	<u>8.88x5L</u>	<u>8.38x5R</u>										
	Spring rate (lb. per in.) <u>SIX</u>	80	80	80	100	88L, 85R	88	116L, 110R	85	88L, 85R	110										
	Rate at wheel (lb. per in.) <u>SIX</u>	92	92	92	115	99L, 96R	99	130L, 124R	96	99L, 96R	124										
	Spring rate (lb./in.) <u>V-8</u>	93	93L, 100R	100	115	105	105	120	105	105	120										
	Rate @ Wh (lb./in.) <u>V-8</u>	103	103L, 111R	111	127	118	118	135	118	118	135										
Stabilizer SAE 1090	Type (link, linkless, frameless) <u>Link Sway Bar</u>	Std. on V-8 Incl. on 6 in Opt. Hd1. Pkg.				Std. on V-8 Incl. on 6 in Opt. Hd1. Pkg.				Std. on 6 & V-8											
	Material & bar diameter <u>SIX</u>	<u>.81</u>				<u>.94</u>				<u>.81</u>											
	V-8	<u>.81 (.88 in V-8 Opt. Hd1. Pkg)</u>				<u>.94</u>				<u>.81</u>											
SUSPENSION—REAR				AMERICAN		JAVELIN		REBEL & AMBASSADOR													
Type and description	Hotchkiss																				
Drive and torque taken through	Rear Springs																				
Type	Leaf																				
Material	Steel SAE 5155																				
Spring	Size (length x width, coil design height & I.D., bar length & dia.) <u>52.0 x 2.0</u>				53.0 x 2.5				SAE 9260 or SAE 5160												
	STD	WAG. & HD	WAG. HD		SIX	V-8	HD	STD	HD	WAGON	WAGON HD										
	Spring rate (lb. per in.) <u>91</u>	102	120		86	87	123	104	120	138	170										
	Rate at wheel (lb. per in.) <u>95</u>	107	126		90	91	128	96	110	127	156										
	Mounting insulation type	Rubber Bushings, "Silentbloc"																			
	If leaf No. of leaves	4 (5 HD & Wagons)				6-Cyl. 4 (5HD & V-8)				-----											
	leaf Shackle (comp. or tens.)	Compression																			
Stabilizer	Type (link, linkless, frameless)	None																			
	Material	None																			
Track bar type	None	Torque Link Dealer Kit																			

"HANDLING PACKAGE" OPTIONS:American-6, Javelin-6 & Rebel-6 (except wagon);

Front Sway Bar

Heavy-Duty Springs & Shocks

American V-8 & Javelin V-8;

Larger-Dia. Front Sway Bar

Heavy-Duty Springs & Shocks

5.5" Rim-Width Wheels

Rebel-6 Wagon, Rebel V-8, Amb.-6 & V-8;

Heavy-Duty Springs & Shocks

(Front Sway Bar & 5.5" Rim Wheels are Std.)

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (•)
 AMERICAN REBEL & AMBASSADOR JAVELIN
 MODEL Sedan Wagon Hardtop Sedan Wagon Hardtop Conv. Hardtop

Type and description (Separate frame,
unitized frame, partially - unitized frame) Single Unit Body-And-Frame
One-Piece Uniside, Inner & Outer (4-Dr. Sedan & Wagon)
(Outer Front Fenders Bolted On)

BODY - MISCELLANEOUS INFORMATION

Drs. hinged (front, rr.)	Front doors Rear doors	Front Front						
Type of finish (lacquer, enamel, other)		Acrylic Enamel						
Hood counterbalanced (yes, no)		Yes						
Hood release control (internal, external)		External						
Vehicle Indent. No. location	Right Front Wheelhouse Panel							
Engine No. location	6-Cyl. . . Block, Upper Right Center V-8. . . Front of Right-Hand Valve Cover							
Theft protection - type	Starter energized by ignition key. Two key system for doors and ignition locks. Shielded ignition terminals for difficult access							
Vent window control method (crank, friction pivot)	Front	Friction Pivot	None					
	Rear	None	None					
Seat cushion type	Front	Coil	Form Wire					
	Rear	Coil	Form Wire					
	3rd seat	Solid Polyurethane Foam for Rebel & Ambassador 3-Seat Wagon						
Seat back type	Front	Coil	Form Wire					
	Rear	Coil	Form Wire					
	3rd seat	Solid Polyurethane Foam for Rebel & Ambassador 3-Seat Wagon						
Windshield glass type (i.e., single curved - laminated plate)	Single, Curved Laminated Safety Plate							
Side glass type (i.e., curved - tempered plate)	Curved, Tempered Safety Glass							
Backlight glass type (i.e., compound curved - tempered plate, three piece)	One-Piece Curved, Tempered Safety Plate on all Sedans & Hardtops. Curved, Tempered Safety Glass on Wagons. Convertible: Flexible Glass.							
Windshield glass exposed surface area	1086	1086	1086	1323	1323	1323	1323	1235
Side glass exposed surface area	1536	2418	1411	1396	2496	1336	1286	1321
Backlight glass exposed surface area	834	658	1168	990	776	1275	750	1225
Total glass exposed surface area	3456	4162	3665	3709	4595	3934	3359	3781

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MAKE OF CAR	AMERICAN MOTORS	MODEL YEAR	1968	DATE ISSUED	9-26-67 REVISED (•)
MODEL	AMERICAN	REBEL & AMBASSADOR	JAVELIN		

CONVENIENCE EQUIPMENT

(Indicate whether standard, optional or NA on each series)

Power windows	Side windows	N.A.	Opt. DPL & SST Models	N.A.
	Vent windows		N.A.	
	XXXXXX tailgate	N.A.	Opt. (Std. on 3-Seat)	---
Power seats (specify type as well as availability)			N.A.	
Reclining front seat back (R-L or both)		Optional for Right & Left (pairs only) (1)		
Front seat head restrainer (R-L or both)		Optional for Right & Left (pairs only)		
Radios (specify type as well as availability)	Opt. All-Transistor	Push-Button AM	Push-Button AM or AM/FM	
Rear seat speaker		N.A.	Optional for Radio (2)	
Power antenna			N.A.	
Clock		N.A.	Opt. (Std. Amb. SST)	Optional
Air conditioner (specify type and availability)	Opt. (Std. Amb.)	Front Type Recirculating, 3-Port Air Discharge, Adjustable Thermostat, Engine Belt Driven 2-Cyl. Alum. Compressor.		
Speed warning device			N.A.	
Speed control device	Cruise-Command	N.A.	Opt. V-8 Auto. Trans.	N.A.
Ignition lock lamp		N.A.		Standard
Dome lamp	Standard	Ceiling type for Sedans & Wagons (3)		Rear Pillars (both)
Glove compartment lamp		Optional	Opt. (Std. Amb. SST)	Optional
Luggage compartment lamp		Optional	Opt. (Std. Amb. SST)	Optional
Underhood lamp			N.A.	
Courtesy lamp		Optional	Opt. (Std. Amb. SST)	Optional
Map lamp			(See "Courtesy Light")	
Auto. trans. quad. lamp			Standard	
Cornering light lamp			N.A.	
Emergency flasher lamp		Standard (4-Way Hazard Warning Signal)		
Back-up lamp			Standard	

LAMP HEIGHT AND SPACING			AMERICAN	REBEL	AMBASSADOR	JAVELIN
Height above ground to center of bulb or marker	Headlamp	Highest *	27.60(27.85Wag)	---	31.20(31.45Wag)	25.79
		Lowest	---	27.56(27.93Wag)	25.10(25.35Wag)	---
	Tail	Highest	---	---	---	---
		Lowest	24.10(24.00Wag)	26.65(27.86Wag)	26.32(28.07Wag)	25.41
Distance from C/L of car to center of bulb	Sidemarker	Front	27.90(28.15Wag)	28.72(29.09Wag)	27.77(28.08Wag)	23.74
		Rear	25.28(26.62Wag)	26.65(27.56Wag)	26.32(28.07Wag)	25.41
	Headlamp	Inside	---	26.42	32.10	---
		Outside *	27.30	29.92	32.10	27.24
	Tail	Inside	24.80(29.30Wag)	29.53(33.58Wag)	32.00(33.58Wag)	24.24
		Outside	---	---	---	---
	Directional	Front	27.30	22.00	22.00(22.50SST)	26.25
		Rear	24.80(29.30Wag)	29.53(33.58Wag)	32.00(33.58Wag)	24.24

* If single headlamps are used enter here.

1. Standard on Rebel SST, Ambassador SST & Javelin SST (Opt. on other Americans, Rebels, & Ambassadors).
2. Included with 8-Track Stereo Tape Player for Sedans & Hardtops.
3. Rear Side Pillars (both) on Hardtops (except 550).
Rear Lower Panels (both) on Convertibles (except 550).

AMA Specifications—Passenger Car

MAKE OF CAR AMERICAN MOTORS MODEL YEAR 1968 DATE ISSUED 9-26-67 REVISED (e)Car weights are 6-cylinder models except noted.
See below for V-8 weight additions.

WEIGHTS (Includes Heater)

RAMBLER AMERICAN:	CURB WEIGHT - POUNDS			% PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT	BASE ENGINE		
	Front	Rear	Total	Pass. In Front		Pass. In Rear					
				Front	Rear	Front	Rear				
2-Dr. Sedan	6806	Base	1503	1149	2652	48	52	19	81	2604	199 Six
4-Dr. Sedan	6805	Base	1513	1173	2686					2638	199 Six
4-Dr. Sedan	6805-5	440	1515	1176	2691					2643	199 Six
4-Dr. Wagon	6808-5	440	1494	1354	2848					2800	199 Six
2-Dr. Hardtop	6809-7	Rogue	1534	1192	2726	48	52	19	81	2678	232 Six
REBEL:											
4-Dr. Sedan	6815	550	1651	1492	3143	49	51	19	81	3062	232 Six
4-Dr. Sedan	6815-5	770	1655	1500	3155			19	81	3074	232 Six
4-Dr. Wagon	6818	550	1598	1784	3382			19	81	3301	232 Six
4-Dr. Wagon	6818-5	770	1608	1779	3387			19	81	3306	232 Six
2-Dr. Hardtop	6819	550	1667	1531	3198			21	79	3117	232 Six
2-Dr. Hardtop	6819-5	770	1668	1529	3197			21	79	3116	232 Six
2-Dr. Hardtop	6819-7	SST	1871	1558	3429			21	79	3348	290 V-8
2-Dr. Convert	6817	550	1720	1556	3276			21	79	3195	232 Six
2-Dr. Convert	6817-7	SST	1917	1591	3508	49	51	21	79	3427	290 V-8
AMBASSADOR:											
4-Dr. Sedan	6885-2	Base	1644	1548	3192	47	53	18	82	3111	232 Six
4-Dr. Sedan	6885-5	DPL	1683	1581	3264			18	82	3183	232 Six
4-Dr. Sedan	6885-7	SST	1860	1615	3475			18	82	3394	290 V-8
4-Dr. Wagon	6888-5	DPL	1621	1853	3474			18	82	3393	232 Six
2-Dr. Hardtop	6889-2	Base	1665	1586	3251			21	79	3170	232 Six
2-Dr. Hardtop	6889-5	DPL	1701	1619	3320			21	79	3239	232 Six
2-Dr. Hardtop	6889-7	SST	1876	1653	3529	47	53	21	79	3448	290 V-8
JAVELIN:											
2-Dr. Hardtop	6879-5	Base	1600	1292	2892	46	54	20	80	2826	232 Six
2-Dr. Hardtop	6879-7	SST	1603	1299	2902	46	54	20	80	2836	232 Six

Accessories & Equipment Differential Weights

Engines:	Front			Rear			Total			Front	Rear	Total	
	Front	Rear	Total	Auto. Trans.	290, Console Jav	343, Console Jav	Auto. Trans.	290, Console Jav	343, Console Jav				
Jav. Amer.	199 to 232 (3-Speed)	6	4	10				19	+1	-18			
Jav. Amer.	199 to 290 (3-Speed)	199	68	267	Overdrive	199 American		13	11	24			
Jav. Amer.	199 to 290 (3-Speed) Wag.	196	63	259		232&290 Reb & Amb		17	10	27			
Jav. Amer.	232 to 290 (3-Speed)	199	64	263	Twin-Grip Axle, Amer & Jav-6		22	8	30				
Jav. Amer.	232 to 343 (4-Speed)	229	75	304	All Others		0	4	4				
Jav. Amer.	290 2-B. to 4-B. Amer & Jav	7	0	7	Dual Exhaust, Javelin		0	8	8				
Jav. Amer.	232 1-B. to 2-B. Carb.	10	0	10	, Reb & Amb		4	16	20				
Jav. Amer.	232 to 290 (3-Speed) Reb	194	21	215	Power Steering		6	24	30				
Jav. Amer.	232 to 290 (3-Speed) Amb	172	20	192	Power Brakes		+33	-2	31				
Jav. Amer.	232 to 290 (3-Speed) Wag.	178	9	187	Power Disc Brakes		8	1	9				
Jav. Amer.	232 to 343 (4-Speed) Reb	226	26	252	Air Cond., Amer & Javelin		27	1	28				
Jav. Amer.	232 to 343 (4-Speed) Amb	204	25	229	Air Cond., Rebel & Amb		+80	-3	77				
Jav. Amer.	232 to 343 (4-Speed) Wag.	210	14	224	Radio, Amer & Javelin		+84	-2	82				
Jav. Amer.	All 3-Speed 290 to 4-Speed 290	14	7	21	, Rebel & Amb		5	2	7				
Jav. Amer.	All 3-Speed 290 to 4-Speed 343	32	5	37	& Rear Speaker, Reb&Amb		6	2	8				
Jav. Amer.	Auto. Trans. 199 American	17	10	27	Stereo Tape Player, Reb&Amb		6	5	11				
Jav. Amer.	232 Amer & Jav	11	6	17	& Radio, Jav		8	6	14				
Jav. Amer.	232 Reb & Amb	7	3	10	Power Side Windows, Reb & Amb		7	10	17				
Jav. Amer.	290 A11	-25	-1	-26	Power Tailgate Wind., Reb&Amb		0	4	4				
Jav. Amer.	343 A11(NAAmer)	7	9	16	Side-Hinge Tailgate, Reb & Amb		-8	+28	20				

SHIPPING WEIGHT includes spare wheel and tire, tire jack and wrench, oil, coolant plus 8 gallons fuel.

CURB WEIGHT equals shipping weight plus fuel to fill tank as follows:

Gallons Front Rear Total

American.....8 to 16 -8 +56 +48

Javelin.....8 to 19 -12 +78 +66

Rebel &

Ambassador...8 to 21.5 -19 +100 +81

Rebel &

Ambassador

3-Seat Wagon.8 to 19 -15 +81 +66

Add 82 pounds to all Ambassadors since air conditioning is standard.

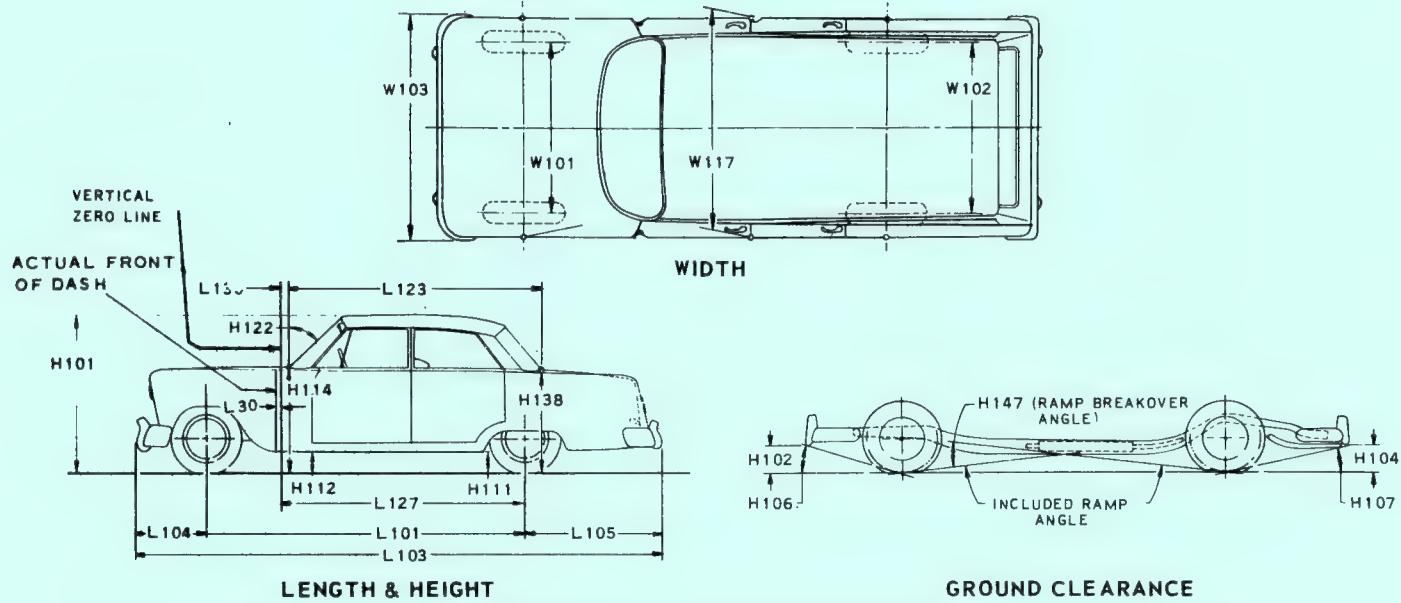
	Front	Rear	Total
Roof Top Rack, Amer Wagon	0	7	7
Auto. Speed Control, Reb&Amb	5	0	5
Headrests (Pair)	4	4	8
Ind. Adj. Recl. Seats, American	11	10	21
(Std. on SST), Reb&Amb	4	4	8
Buckets w/Cushion, Reb & Amb	10	10	20
Console, Reb & Amb	14	14	28
Vinyl Covered Roof	4	4	8
Bumper Guards, Fr. & Rr.	4	4	8
, Fr. Wag., Rr. Jav.	2	2	4
Wire Wheel Covers, Four	11	11	22
Turbo-Cast Wheel Covers, Four	12	12	24
Handling Pkg., Amer & Jav-6	10	0	10
, Amer & Jav-8	3	4	7
, Rebel-6 Wagon	11	0	11
Heavy-Duty Cooling	5	0	5
70-Amp. Battery	7	0	7
Tire Size Opt; 6.45x14 to 6.95	3	5	8
6.95x14 to 7.35	6	8	14
7.35x14 to 7.75	2	3	5
7.75x14 to 8.25	6	9	15
Red-Line Wide Profile Tires	8	12	20
Undercoating, Amer & Jav	7	7	14
, Reb & Amb	8	8	16

AMA Specifications—Passenger Car

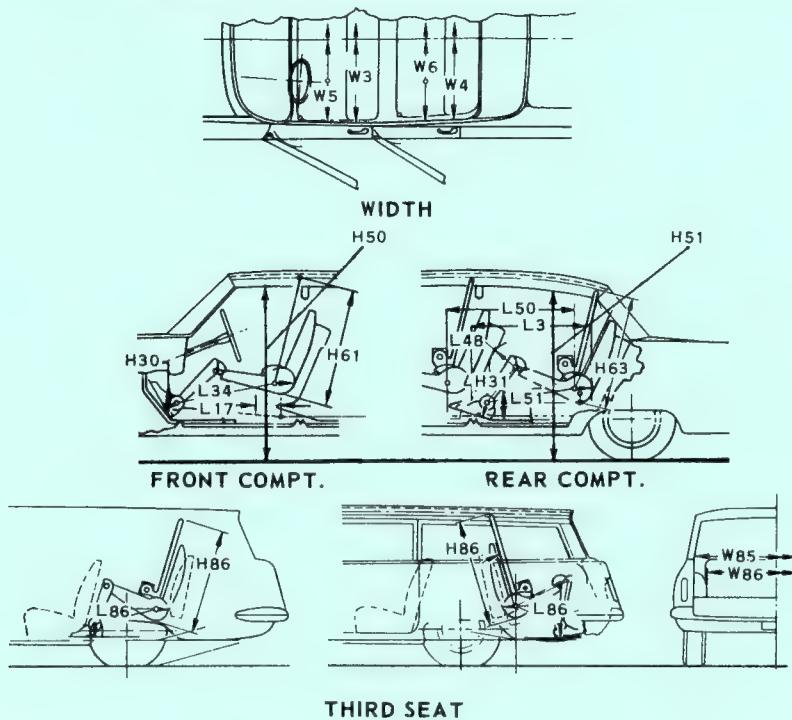
CAR AND BODY DIMENSIONS

KEY SHEET

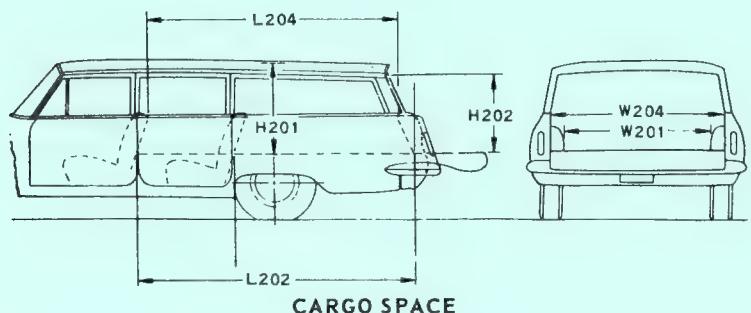
EXTERIOR CAR AND BODY DIMENSIONS



INTERIOR CAR AND BODY DIMENSIONS



THIRD SEAT



AMA Specifications—Passenger Car

CAR AND BODY DIMENSIONS

KEY SHEET

DIMENSION DEFINITIONS

EXTERIOR WIDTH DIMENSIONS

W101 WHEEL TREAD — FRONT. Measured at centerline of tires, with nominal camber, at ground.
 W102 WHEEL TREAD — REAR. Measured at centerline of tires at ground.
 W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions. Measured to outside of metal.
 W117 MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.

EXTERIOR LENGTH DIMENSIONS

L 30 VERTICAL ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (—) sign.
 L101 WHEELBASE.
 L103 OVERALL LENGTH. Include bumper guards if standard equipment.
 L104 OVERHANG — FRONT. Measured from C/L of front wheels to front of car, including bumper guards if standard equipment.
 L105 OVERHANG — REAR. Measured from C/L of rear wheels to rear of car, including bumper guards if standard equipment.
 L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE. The horizontal dimension from the Cowl Point to the Deck Point.
 L127 VERTICAL ZERO LINE TO CENTERLINE OF REAR WHEELS. A horizontal dimension.
 L130 VERTICAL ZERO LINE TO WINDSHIELD COWL POINT. The horizontal dimension from the vertical zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.

EXTERIOR HEIGHT DIMENSIONS

H101 OVERALL HEIGHT — DESIGN. Measured with the vehicle in Manufacturer's Design Weight attitude.
 H114 COWL POINT TO GROUND. Measured at vehicle centerline.
 H138 DECK POINT TO GROUND. Measured at vehicle centerline.
 H112 ROCKER PANEL TO GROUND — FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at foremost point of rocker panel.
 H111 ROCKER PANEL TO GROUND — REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at front of rear wheel opening.
 H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.

GROUND CLEARANCE DIMENSIONS

H102 BUMPER TO GROUND — FRONT. Minimum dimension, includes bumper guards.
 H104 BUMPER TO GROUND — REAR. Minimum dimension, includes bumper guards.
 H106 ANGLE OF APPROACH. The angle between ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.
 H107 ANGLE OF DEPARTURE. The angle between ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, tail pipe, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.
 H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle. This dimension may be determined by calculation (see "Design Standard DD 0.00 — 108") or graphically for reporting purposes.

H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

FRONT COMPARTMENT DIMENSIONS

H 61 EFFECTIVE HEAD ROOM — FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.
 L 34 MAXIMUM EFFECTIVE LEG ROOM — ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg room is measured with the Manikin's right foot on the accelerator pedal and the Manikin Heel Point at Accelerator Heel Point. All other types of accelerator pedals will be measured with the Manikin foot angle set at 87° and the shoe touching the pedal.
 H 30 H POINT TO HEEL POINT — FRONT. The vertical dimension from the H Point to the Accelerator Heel Point.
 L 17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.

FRONT COMPARTMENT DIMENSIONS (Cont.)

W 3 SHOULDER ROOM — FRONT. The minimum lateral dimensions between the door garnish moldings or nearest interference, measured at the H Point station.
 W 5 HIP ROOM — FRONT. The lateral dimension through the H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction if such construction exists.

H 50 UPPER BODY OPENING TO GROUND — FRONT. The vertical dimension from a point on the trimmed body opening to the ground, measured at the H Point station.

REAR COMPARTMENT DIMENSIONS

L 50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.
 H 63 EFFECTIVE HEAD ROOM — REAR. The dimension from the H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.
 L 51 MINIMUM EFFECTIVE LEG ROOM — REAR. Measured along a diagonal line from the ankle pivot center to the H Point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep or lower leg.
 H 31 H POINT TO HEEL POINT — REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.
 L 48 MINIMUM KNEE ROOM — REAR. The minimum dimension from the Manikin knee pivot center to the back of the front seat back.
 L 3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at height tangent to the top of rear seat cushion.
 W 4 SHOULDER ROOM — REAR. The minimum lateral dimension between the door garnish molding or nearest interference. Measured at H Point station.
 W 6 HIP ROOM — REAR. The lateral dimension through H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction when such construction exists.
 H 51 UPPER BODY OPENING TO GROUND — REAR. The vertical dimension from a point on the trimmed body opening to the ground, measured 13.0 inches forward of the H Point.

LUGGAGE COMPARTMENT DIMENSIONS

V 1 LUGGAGE CAPACITY — USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place, determined in accordance with the Passenger Car Luggage Space Standard, DD 0.00 — 105.

H195 LIFTOVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding corner radii.

STATION WAGON — THIRD SEAT DIMENSIONS

W 85 SHOULDER ROOM — THIRD SEAT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.
 W 86 HIP ROOM — THIRD SEAT. The lateral dimension through H Point to trimmed surfaces.
 L 86 EFFECTIVE LEG ROOM — THIRD SEAT. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.
 H 86 EFFECTIVE HEAD ROOM — THIRD SEAT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.

STATION WAGON — CARGO SPACE DIMENSIONS

L202 CARGO LENGTH AT FLOOR — FRONT SEAT. The horizontal dimension, measured at the floor level from the rear of the front seat back to the normal inside limiting interference on the tailgate, on the car centerline.
 L204 CARGO LENGTH AT BELT — FRONT SEAT. The horizontal dimension measured from the top rear of front seat back to a vertical extension line from the normal inside limiting interference at the top of the tailgate, on the car centerline.
 W201 CARGO WIDTH — WHEELHOUSE. The minimum horizontal dimension, measured between wheelhousings at floor level.
 W204 OPENING WIDTH AT BELT. The minimum horizontal dimension, measured between the nearest normal inside limiting interferences of the rear opening at the top of the tailgate.
 H201 MAXIMUM CARGO HEIGHT. The maximum vertical dimension, measured from the top of the floor covering to the headlining, on the car centerline.
 H202 REAR OPENING HEIGHT. The vertical dimension measured from the top of the floor covering to the normal inside limiting interference at the top of the rear opening, on the car centerline, with both tail-and lift-gates fully open.
 V 2 CARGO VOLUME INDEX BEHIND FRONT SEAT. The total volume in cubic feet above the normal load floor and behind the front seat with the liftgate and tailgate closed.

W4xL204xH201

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1968 AMERICAN MOTORS CORP.
CAR AND BODY DIMENSIONS*
AMA SPECIFICATIONS SUPPLEMENT
PAGE 26A

1968 AMERICAN MOTORS CORP. CAR AND BODY DIMENSIONS*											
AMA SPECIFICATIONS SUPPLEMENT											
PAGE 26A											
EXTERIOR											
CODE NO.	DESCRIPTION	4-Door	2-Door	2-Door	4-Door	4-Door	2-Door	2-Door	4-Door	4-Door	2-Door
W101	TREAD - FRONT	56.00	56.00	56.00	56.00	58.20	58.20	58.20	58.20	58.58	58.58
W102	TREAD - REAR	55.00	55.00	55.00	55.00	58.50	58.50	58.50	58.50	58.50	58.50
W103	MAXIMUM OVERALL WIDTH OF CAR	70.84	70.84	70.84	70.84	77.24	77.24	77.24	77.24	77.24	77.24
W116	MAXIMUM OVERALL WIDTH OF BODY	69.52	69.52	69.52	69.52	77.24	77.24	77.24	77.24	77.24	77.24
W117	MAXIMUM BODY WIDTH AT #2 PILLAR	67.50	67.50	67.50	67.50	75.46	75.46	75.46	75.46	75.46	75.46
W106	FRONT FENDER OVERALL WIDTH	69.52	69.52	69.52	69.52	77.24	77.24	77.24	77.24	77.24	77.24
W107	REAR FENDER OVERALL WIDTH	68.50	68.50	68.50	68.50	76.76	76.76	76.76	76.76	76.76	76.76
W120	MAXIMUM OVERALL CAR WIDTH, FRONT DOORS OPEN	137.08	152.76	152.76	137.08	143.14	166.86	166.86	143.14	143.14	166.86
W121	MAXIMUM OVERALL CAR WIDTH, REAR DOORS OPEN	128.96	---	---	128.96	140.60	---	140.60	140.60	---	140.60
L30	BODY ZERO LINE TO ACTUAL FRONT OF DASH	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
L101	WHEELBASE	106.00	106.00	106.00	106.00	114.00	114.00	114.00	114.00	118.00	118.00
L104	OVERHANG, FRONT	31.70	31.70	31.70	31.70	31.90	31.90	31.90	31.90	32.90	32.90
L105	OVERHANG, REAR	43.30	43.30	43.30	43.30	51.10	51.10	51.10	51.10	51.60	51.60
L103	OVERALL LENGTH	181.00	181.00	181.00	181.00	197.00	197.00	197.00	197.00	202.50	202.50
L128	HOOD LENGTH AT CENTERLINE	47.91	47.91	47.91	47.91	52.07	52.07	52.07	52.07	56.65	56.65
L123	BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE	97.81	97.81	97.81	130.48	104.70	109.64	110.02	143.16	103.74	108.68
L129	DECK LENGTH AT CENTERLINE	32.27	32.27	32.27	---	38.68	33.74	33.36	---	38.68	33.74
L127	BODY ZERO LINE TO CENTERLINE OF REAR WHEELS	95.00	95.00	95.00	95.00	100.00	100.00	100.00	100.00	100.00	100.00
L130	BODY ZERO LINE TO WINDSHIELD COWL POINT	6.72	6.72	6.72	6.72	7.50	7.50	7.50	7.26	7.26	7.59
L102	TIRE SIZE	6.45-14	6.45-14	6.45-14	6.95-14	7.35-14	7.35-14	7.35-14	7.75-14	7.35-14	7.35-14
DESIGN LOAD (PASS. DISTR.)											
H101	OVERALL HEIGHT	54.24	54.21	53.36	55.24	54.61	53.49	54.79	55.06	54.69	53.57
H114	COWL TO GROUND	36.38	36.36	36.36	36.79	37.55	37.56	37.56	38.16	37.53	37.48
H112	ROCKER PANEL TO GROUND - FRONT	8.00	7.95	7.95	8.40	8.04	8.56	8.56	8.64	8.04	8.51
H111	ROCKER PANEL TO GROUND - REAR	8.11	8.08	8.08	9.25	6.47	7.40	7.40	8.02	6.43	7.34
H132	BOTTOM OF DOOR TO GROUND, OPEN - FRONT	12.67	12.77	12.77	13.03	12.51	12.65	12.65	12.89	12.59	12.73
H134	BOTTOM OF DOOR TO GROUND, OPEN - REAR	11.68	---	---	12.04	11.67	---	---	12.05	11.75	---
H122	WINDSHIELD SLOPE ANGLE	48°19'	48°19'	48°19'	48°19'	51°20'	51°20'	51°20'	51°20'	51°20'	51°20'
H125	HEADLAMP TO GROUND	27.60	27.60	27.60	27.60	27.91	27.91	27.91	27.91	31.27	31.20
H126	TAILLAMP TO GROUND	24.10	24.10	24.10	24.10	25.95	26.04	26.04	27.73	25.57	25.69
H136	BODY ZERO TO GROUND - FRONT	7.33	7.32	7.32	7.57	7.29	7.29	7.29	7.66	7.37	7.31
H137	BODY ZERO TO GROUND - REAR	6.48	6.49	6.49	7.82	5.61	5.67	5.67	7.38	5.57	5.63
H133	BOTTOM OF DOOR TO GROUND, CLOSED - FRONT	11.55	11.50	11.50	11.91	11.45	11.35	11.35	11.83	11.53	11.43
H135	BOTTOM OF DOOR TO GROUND, CLOSED - REAR	11.30	---	---	11.66	11.27	---	---	11.65	11.35	---
H158	ROOF THICKNESS	5.52	5.52	4.88	5.56	5.08	3.44	4.50	5.15	5.08	3.44
H159	DLO HEIGHT	13.11	13.11	12.62	13.11	13.18	13.70	13.94	13.18	13.18	13.70
H160	BODY THICKNESS	35.86	35.86	35.86	36.22	36.35	36.35	36.35	36.73	36.43	36.43
H195	LIFTOVER HEIGHT	28.11	28.09	28.09	---	23.62	23.70	23.70	---	23.54	23.66

GROUND CLEARANCE

* For Dimension Definitions See Section E1, SAE Aerospace - Automotive Drawing Standards.

(a) Power 26.35, Disc. 25.92

(b) Power 1.56, Disc. 1.96

1968 AMERICAN MOTORS CORP.
 STATION WAGON THIRD SEAT DIMENSIONS *
 AMA SPECIFICATIONS SUPPLEMENT

CODE NO	DESCRIPTION	REBEL	AMBASSADOR
	SEAT FACING DIRECTION	Rear	Rear
W85	SHOULDER ROOM	59.25	59.25
W86	HIP ROOM	38.12	38.12
L85	H POINT COUPLE DISTANCE	35.66	35.66
H86	EFFECTIVE HEAD ROOM	36.00	36.00
L86	EFFECTIVE LEG ROOM	30.75	30.75
H87	H POINT TO HEEL POINT	12.58	12.58
H88	H POINT TO BODY ZERO	14.25	14.25
L87	KNEE ROOM	12.66	12.66
L88	BACK ANGLE	14°	14°
L89	HIP ANGLE	73°	73°
L90	KNEE ANGLE	72°	72°
L91	FOOT ANGLE	91°	91°
W87	HAT ROOM	- -	- -
H89	EFFECTIVE T POINT HEADROOM	- -	- -
H90	H POINT TO HEEL HARD	12.59	12.59

STATION WAGON CARGO SPACE DIMENSIONS *

		American 4-Door Wagon 6808-5	Rebel 4-Door Wagon 6818 6818-5	Ambassador 4-Door Wagon 6888-5
L200	MAXIMUM CARGO LENGTH - FRONT SEAT	99.43	114.90	114.90
L201	MAXIMUM CARGO LENGTH - SECOND SEAT	67.06	78.83	78.83
L202	CARGO LENGTH AT FLOOR - FRONT SEAT	76.78	92.63	92.63
L203	CARGO LENGTH AT FLOOR - SECOND SEAT	43.47	56.53	56.53
L204	CARGO LENGTH AT BELT - FRONT SEAT	70.00	82.73	82.73
L205	CARGO LENGTH AT BELT - SECOND SEAT	37.37	46.74	46.74
L206	CARGO LENGTH AT ROOF - FRONT SEAT	64.77	75.33	75.33
L207	CARGO LENGTH AT ROOF - SECOND SEAT	32.90	39.36	39.36
W200	CARGO WIDTH - FRONT	(1)	(2)	(2)
W201	CARGO WIDTH - WHEELHOUSE	41.80	45.08	45.08
W203	REAR OPENING WIDTH AT FLOOR	50.70	53.66	53.66
W204	OPENING WIDTH AT BELT	50.00	52.24	52.24
W205	MAXIMUM REAR OPENING WIDTH ABOVE BELT	50.00	52.24	52.24
H201	MAXIMUM CARGO HEIGHT	29.69	31.72	31.72
H202	REAR OPENING HEIGHT	26.20	27.84	27.84
H250	TAILGATE TO GROUND HEIGHT	26.54	24.03	24.17
V2	CARGO VOLUME	66.00	91.12	91.12

* For Dimension Definitions See Section E1, SAE Aerospace - Automotive Drawing Standards,
 xx GM Engineering Staff Report No. 105501, GM Body Dimensions Procedure, xx

(1) 53.44 (1" Forward of Tailgate Pillar)

(2) 2-Seat: 57.12 (1" Forward of Tailgate Pillar)
 3-Seat: 53.86 (8" Forward of Tailgate Pillar)

AMA Specifications—Passenger Car

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